



Viking CCS pipeline

5.2.6 Consultation Report Appendix F: Appendices to Chapter Seven

Document Reference: EN070008/APP/5.2.6

Applicant: Chrysaor Production (U.K.) Limited,
a Harbour Energy Company
PINS Reference: EN070008
Planning Act 2008 (as amended)
The Infrastructure Planning (Applications: Prescribed Forms
and Procedure) Regulations 2009 - Regulation 5(2)(q)
Date: October 2023

Appendix F1: Design revisions consultation booklet

Viking CCS pipeline

Additional consultation

Revisions to the project design following statutory consultation

Thank you to everyone who took part in our statutory consultation for the Viking CCS pipeline between November 2022 and January 2023.

The feedback from that consultation has been fully considered and we have carried out further technical work. This has allowed us to review our project design. We have identified several revisions on which we are now consulting. **This consultation is open between Friday 14 April and Sunday 14 May 2023, and is targeted at people who may be affected by those revisions.**

The rest of the project – In areas where no revision has been made, the feedback from our statutory consultation has helped us to validate the decisions we have made. It has also helped inform our construction plans and how we manage potential impacts.

In some areas we have reduced the Draft Order Limits (the total area of land that may be needed to construct the project), including removing a number of temporary access routes. We are not consulting on these.

How to take part

This consultation is your opportunity to comment on these revisions and let us know your views. We will use this feedback to finalise our proposals before we submit our application for development consent.

This leaflet provides more information on the revisions we are making. You can see these revisions in more detail on the interactive map on our website: consultation.vikingccs.co.uk/consultation/interactive-map

You can provide your views by

Emailing us at: vikingccspipeline@aecom.com

Writing to us at: **Freepost VIKING CCS PIPELINE** (no stamp needed)

If you have any questions, you can send them to our team using the details above or by phoning [REDACTED]



Revisions included in this consultation

Following statutory consultation, revisions have been identified through consultation feedback, landowner discussions and additional engineering work.

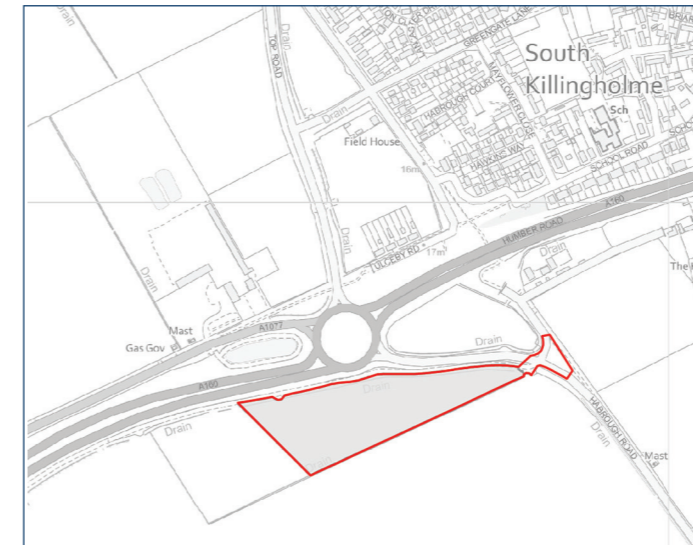
A number of these revisions have resulted in small additions to the Draft Order Limits (the total area of land that may be needed to construct the project). We are also asking for comments on a location change for one of the block valve stations. These revisions are shown in more detail on pages three to five.

The preliminary environmental information published at our statutory consultation included an option to locate our Theddlethorpe facility at a site to the west of the former gas terminal. We are now seeking additional feedback on this. You can find more information about this, and some small revisions to our order limits at the block valve stations and temporary accesses, on page six and seven.

Key

-  Design at statutory consultation
-  Design revision

- | | |
|---|--|
| 1. Northern construction compound | 6. Central construction compound |
| 2. Area west of Aylesby | 7. Area near Louth Water Treatment Works |
| 3. Block valve station near Washingdales Lane | 8. Area north of Grimoldby |
| 4. Area east of Irby upon Humber | 9. Area south of Theddlethorpe All Saints |
| 5. Area near Welbeck Spring | 10. Area west of the former Theddlethorpe Gas Terminal |



1. Northern construction compound

Reason for revision:
Further technical work

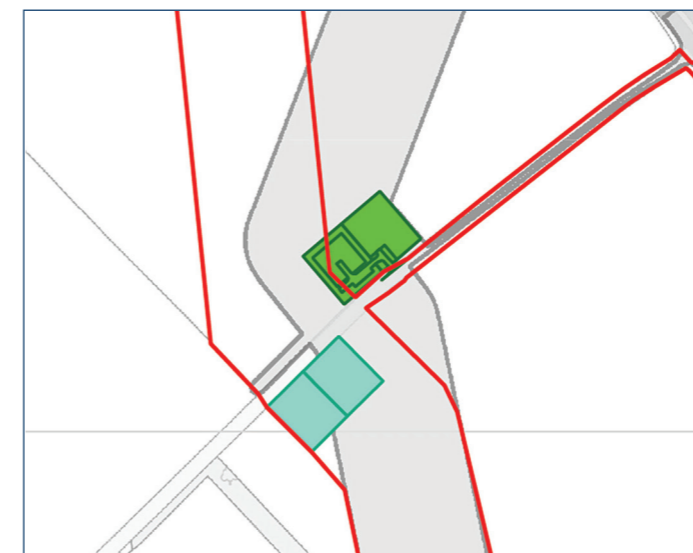
Description of revision:
Draft Order Limits expanded to enable the compound to be connected to a nearby electrical power supply.



2. Area west of Aylesby

Reason for revision:
Consultation feedback

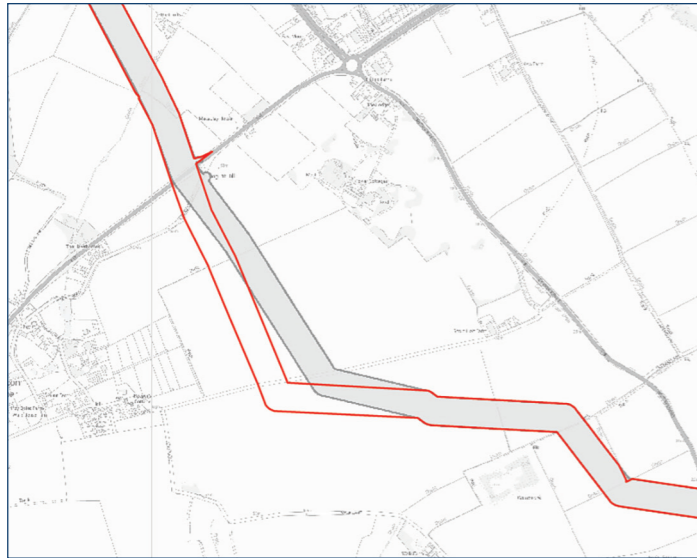
Description of revision:
Amendment to Draft Order Limits to increase the distance from a development for which planning permission has been granted. There has also been an amendment to make use of an existing layby to gain additional temporary access off the A18 Barton Street.



3. Block valve station near Washingdales Lane

Reason for revision:
Consultation feedback

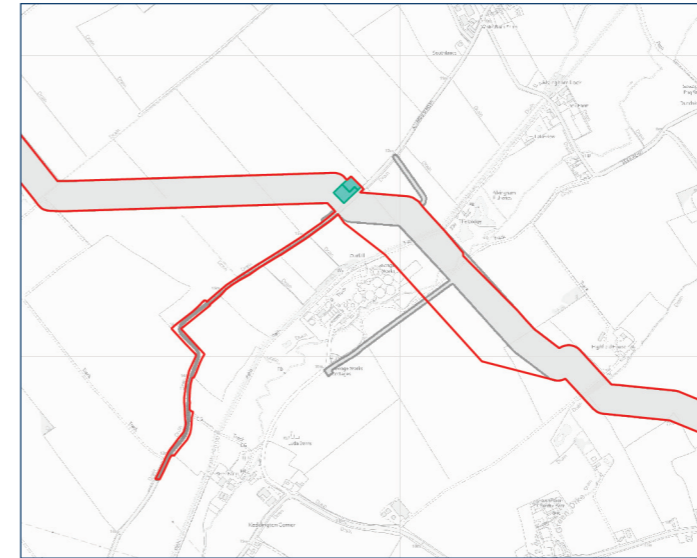
Description of revision:
The site of the block valve station has been moved in this area from the original location on the northern side of Washingdales Lane (shown in green) to the southern side (shown in blue).



4. Area east of Irby upon Humber

Reason for revision:
Consultation feedback

Description of revision:
Moving the Draft Order Limits closer to the boundary of a field.



7. Area near Louth Water Treatment Works

Reason for revision:
Technical engagement

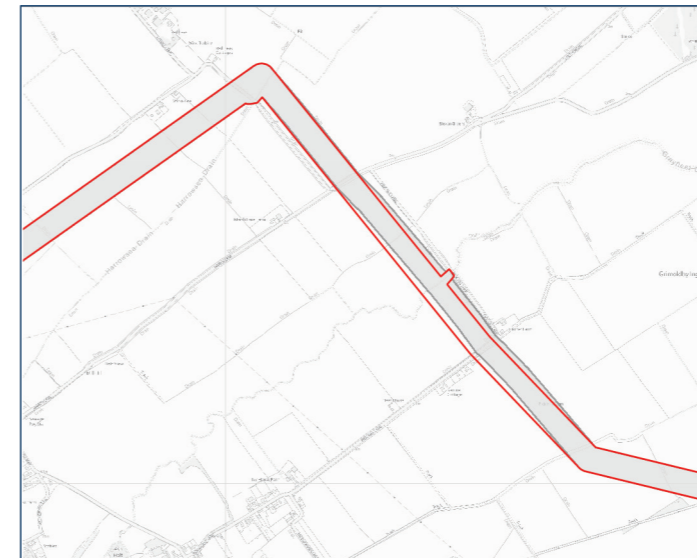
Description of revision:
Widening of the Draft Order Limits near the existing water treatment works to provide additional flexibility to route a trenchless crossing.



5. Area near Welbeck Spring

Reason for revision:
Consultation feedback

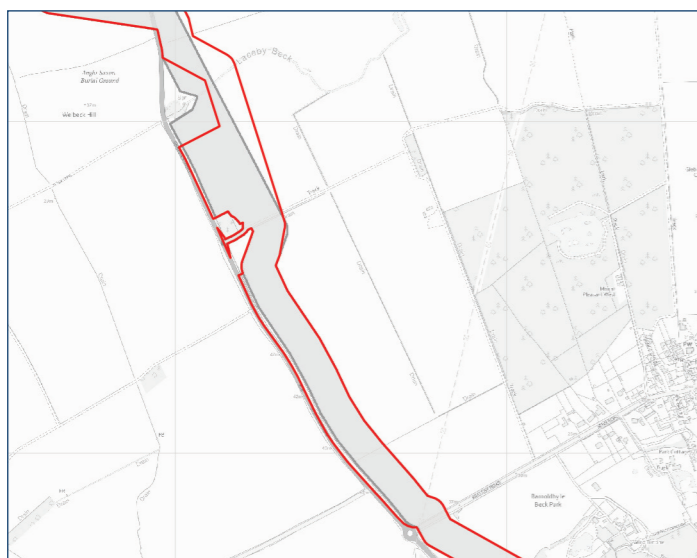
Description of revision:
The Draft Order Limits have been moved further away from Welbeck Spring.



8. Area north of Grimoldby

Reason for revision:
Further technical work

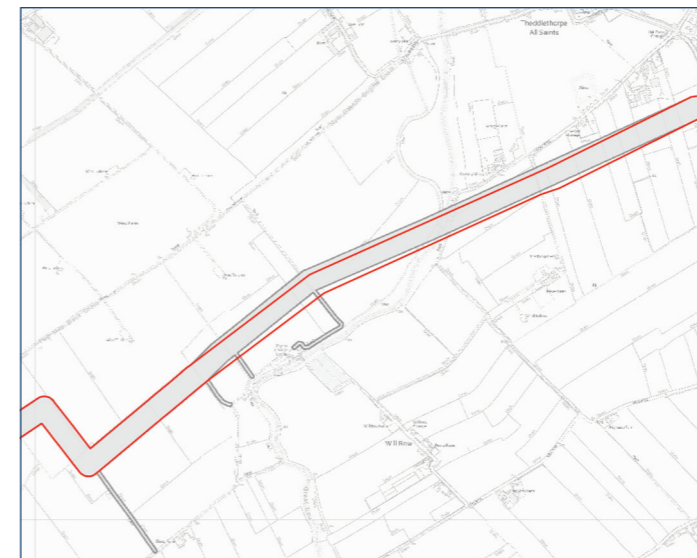
Description of revision:
Small amendment to move the Draft Order Limits to the south west.



6. Central construction compound

Reason for revision:
Further technical work

Description of revision:
The Draft Order Limits have been moved slightly to the west to run alongside the edge of the A18. This will allow for flexibility when designing the access to the central compound.

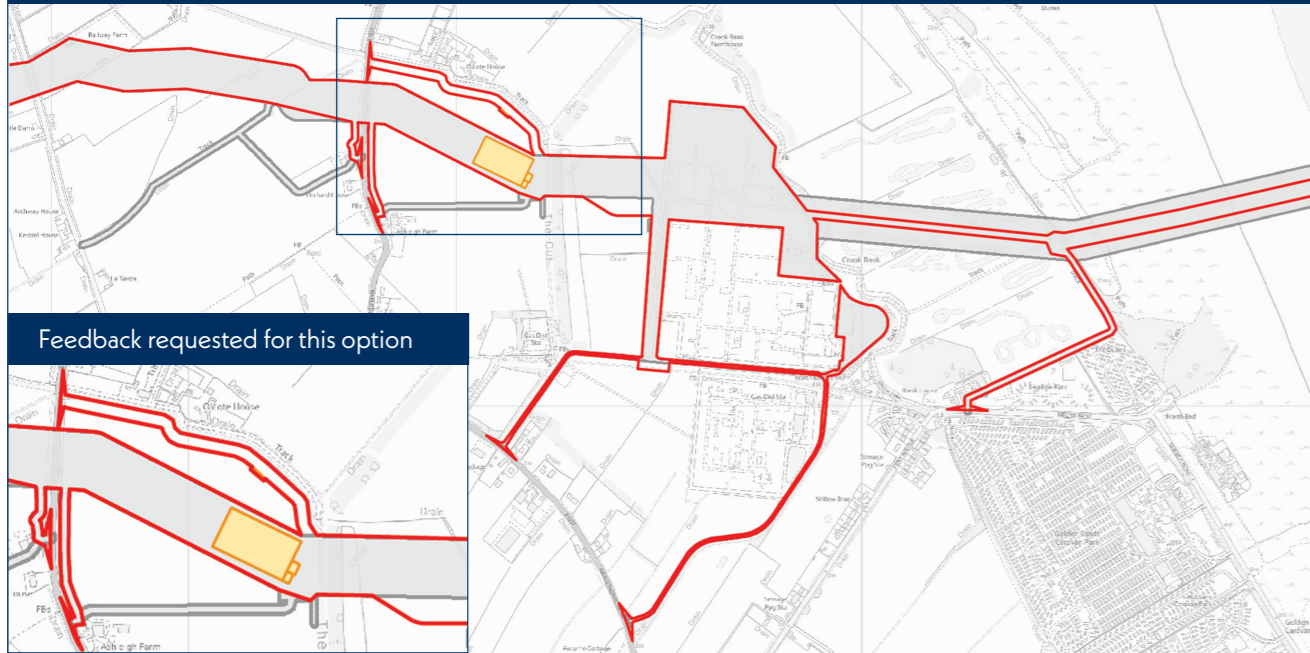


9. Area south of Theddlethorpe All Saints

Reason for revision:
Consultation feedback

Description of revision:
Small amendment to the Draft Order Limits to move the working area and pipeline route away from a residential property.

10. Area west of the former Theddlethorpe Gas Terminal



At the consultation that took place between November 2022 and January 2023, we presented plans for the above ground facility at the Theddlethorpe end of the pipeline. This included two options – one at the former gas terminal and one on land to the west.

We are continuing to refine the design and our current proposals include both options, to maintain flexibility when finalising our design. We are now seeking views specifically on the option to the west (shown in orange on the map above).

We have also made some changes to the Draft Order Limits to accommodate the route of the pipeline and to facilitate access roads and an electrical connection.

What is the Theddlethorpe facility?

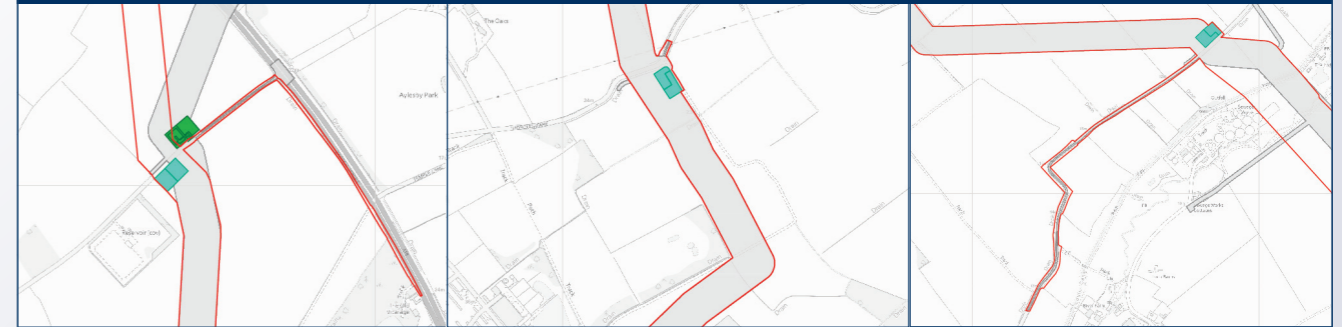


Image for illustrative purposes only.

There will be an above ground facility where the onshore pipeline connects to the existing offshore pipeline.

- This will also include above ground pipework and a vent stack approximately 25 metres high
- The site will have an access point from the road, an access track, and a gated access point
- The facilities will require an electrical connection
- The facility will be surrounded by security fencing and, if necessary, landscape planting will be used to further screen it

Block valve stations



The Draft Order Limits need to be extended at the three block valve station sites to allow for power cable connections in grass verges.

Bellmouth junctions for temporary accesses

In addition to the revisions set out in this document, we have made minor revisions to the Draft Order Limits to include 'bellmouths' where temporary accesses meet the public highway. Bellmouths refer to the shape of the entrance to the junction. They provide extra width and visibility to allow safe access for vehicles.

You can view the updated Draft Order Limits on our interactive map at: consultation.vikingccs.co.uk/consultation/interactive-map

Environmental effects of these revisions

The revisions detailed in this booklet have been assessed and do not introduce any new significant environmental effects.

This means that the findings of the Preliminary Environmental Information Report published at our statutory consultation have not changed.

Next steps

We'll use feedback from this consultation to review the proposed revisions and help finalise our project design.

We'll set out a summary of the responses you have provided during our statutory consultation and this additional consultation, with details of how your feedback has helped shape our proposals. This Consultation Report will form part of our Development Consent Order (DCO) application and will be available to the public after we submit the application, which we expect to be later in 2023.

If our application for a DCO is accepted by the Planning Inspectorate, on behalf of the Secretary of State for Energy Security and Net Zero, an Examining Authority will consider the application and any representations, which will take up to six months. During the examination stage, anyone with an interest in the project can take part and make representations in writing, or verbally at hearings.

The Examining Authority will be given three months to report its recommendation to the Secretary of State, who has a further three months to make a final decision on whether or not to grant a DCO for the project.

Consultation feedback

To view our privacy notice visit consultation.vikingccs.co.uk/privacy-policy

You can provide your views by

Emailing us at: vikingccspipeline@aecom.com

Writing to us at: **Freepost VIKING CCS PIPELINE**
(no stamp needed)

If you have any questions, you can send them to our team using the details above or by phoning



Appendix F2: Theddlethorpe information sheet

Viking CCS pipeline

Information sheet: Theddlethorpe facility

Introduction

As part of our additional consultation – running between 14 April and 14 May 2023 – we have invited feedback on a proposed option for the Theddlethorpe facility, west of the former gas terminal. This is one of two options for the location of the facility, with the other on the former gas terminal site (see Figure 1).

The Theddlethorpe facility is the above ground facility where the onshore pipeline would connect to the existing offshore pipeline (see Figure 2).

We have received several questions from local residents about the facility and this information sheet is intended to provide answers to the most common questions.

No decision has yet been made on a location. All of the comments we receive will help to inform this decision.

You can find out more about the pipeline project and how it will help put the Humber and Lincolnshire region at the forefront of carbon capture and storage technology at: consultation.vikingccs.co.uk

At the previous consultation, where was the information about the second option?

The two options for the Theddlethorpe facility were included within the Preliminary Environmental Information Report (PEIR) that we consulted on as part of the statutory consultation between 22 November 2022 and 24 January 2023. Details of the options were also included in the Non-Technical Summary (see the map on page 14 and description on page 17: consultation.vikingccs.co.uk/files/Viking-CCS-Volume-I-Non-Technical-Summary-NTS.pdf)

Some of our consultation materials, including the brochure and the information at our events, focused on our preferred option for the Theddlethorpe facility which is the location on the site of the former gas terminal (Option 1).

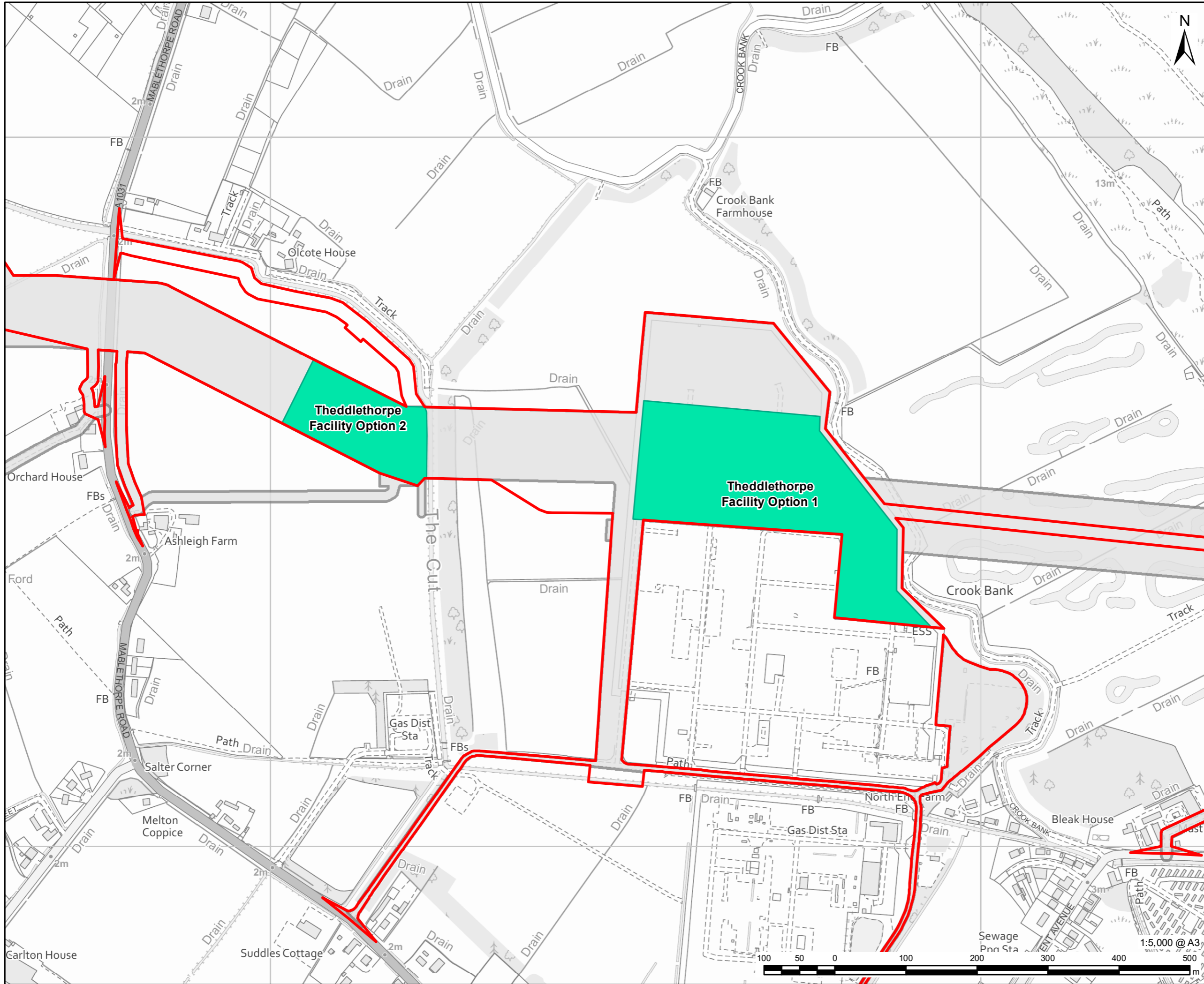
Why are you asking for comments on the option now?

During the previous consultation we received limited feedback on the Theddlethorpe facility, including its location at either location option. We have made some changes to the Draft Order Limits near to Option 2 (see Figure 1 overleaf) to accommodate the route of the pipeline and to facilitate access roads and an electrical connection. As we were consulting on revisions within the vicinity of Option 2, we are taking this opportunity to further highlight this option and invite feedback.

Figure 1: Map of the two options for the location of the Theddlethorpe facility

Revision: 1 Drawn: LC Checked: MK Approved: KP Date: 2023-04-28

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VikingCCS

AECOM

PROJECT
Viking CCS Pipeline

LEGEND

- Draft Order Limits - Current
- Draft Order Limits - Previous
- Reception Pipeline Facility

NOTES:
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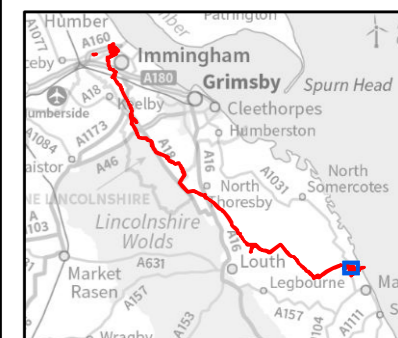


FIGURE TITLE
Theddlethorpe Facility

ISSUE PURPOSE
 FOR INFORMATION

PROJECT NUMBER / REFERENCE
 60668955 / VCCS_230428_P51

You can also view an interactive map of the proposals online at: consultation.vikingccs.co.uk/consultation/interactive-map

Why do you need the facility?

We need a facility at Theddlethorpe to connect the new onshore Viking CCS pipeline to the existing offshore LOGGS pipeline. The existing pipeline will allow captured carbon dioxide to be transported to the Viking offshore storage site under the North Sea.

What buildings and equipment will there be at the facility?

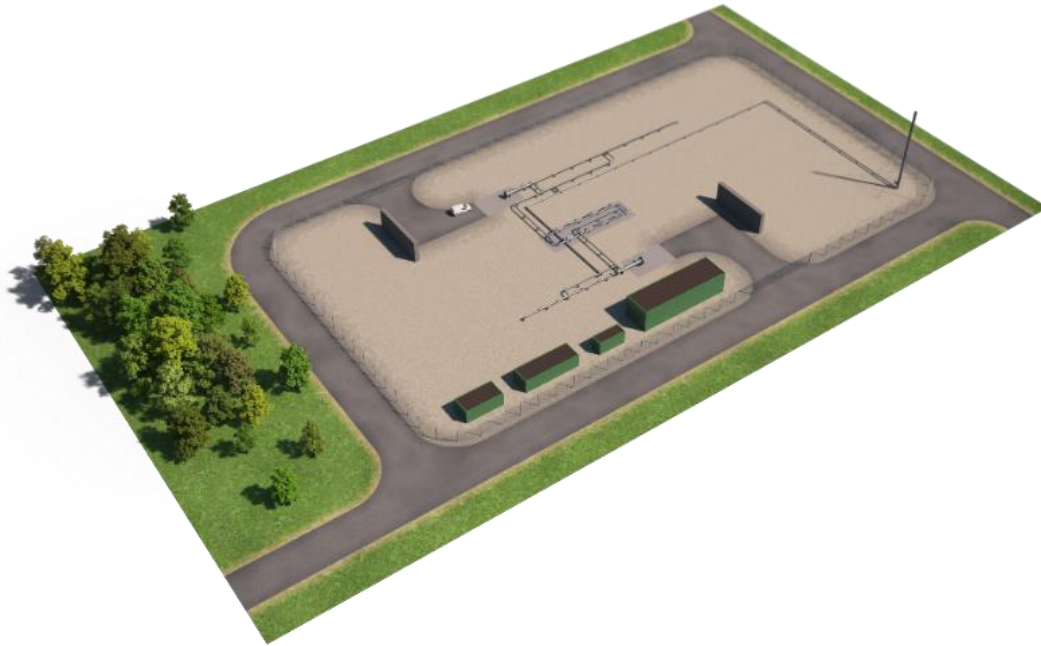


Figure 2: Indicative image of how the Theddlethorpe facility could look

The buildings and equipment would be the same at either location with a similar layout. Please see section 3.10 in Chapter 3 of the PEIR for a list of the features and buildings that would be part of the Theddlethorpe facility (available at: <https://consultation.vikingccs.co.uk/images/Viking-CCS-Chapter-3-The-Viking-CCS-Pipeline.pdf>).

At either location, the Theddlethorpe facility will be surrounded by security fencing and, if necessary, landscape planting will be used to further screen it. The facility will also have an access point from the road, an access track, and a gated access point.

What is the vent stack for?

It is required for venting off small quantities of CO₂ prior to periodic maintenance of the pipeline system (approximately every two years). Please see section 3.9 in Chapter 3 of the PEIR (linked above) for more information.

CO₂ is not a hydrocarbon and there will be no hydrocarbons in the pipeline. CO₂ is also not flammable and there will be no flaring from the vent.

Why have the access routes changed for the additional consultation?

How we access the site will depend on which option is chosen as the location for the Theddlethorpe facility. The access routes have been included to allow flexibility when choosing a location.

For Option 1, the access required to construct the Theddlethorpe facility would be via Mablethorpe Road to the south west of the former gas terminal. Access to the field west of the former gas terminal would only be required to install the new pipeline. In this case access would be gained where the pipeline crosses under Mablethorpe Road, with the southern access adjacent to Ashleigh Farm also temporarily being used.

For Option 2, to construct the Theddlethorpe facility a new access road would be installed along the northern edge of the field to the west of the former gas terminal. The access adjacent to Ashleigh Farm may also be temporarily used.

A Traffic Management Plan will be submitted as part of the DCO application, and this will include details about construction vehicle routes and safe access and egress points. This will be produced in consultation with the Local Highways Authorities and will aim to minimise disruption wherever possible.

How long will you need to use the facility at Theddlethorpe?

The pipeline is expected to be operational from 2027 and it will continue to be used throughout Harbour Energy's carbon capture and storage operations. The Viking offshore storage site has an initial carbon dioxide storage capacity of 300 million tonnes, which would take around 30 years to reach capacity.

How do your proposals for Theddlethorpe fit in with the Geological Disposal Facility?

For the option to locate the facility at the site of the former Theddlethorpe Gas Terminal, our intention is to only use some of the site to connect into the existing offshore pipeline. The wider terminal site will not be part of the project and is not owned by Harbour Energy. As the Viking CCS pipeline is a standalone project, we cannot comment on any other projects.

Our additional consultation is open until Sunday 14 May 2023

You can provide your views by

- Emailing us at: vikingccspipeline@aecom.com
- Writing to us at: **Freeport VIKING CCS PIPELINE** (no stamp needed)

If you have any questions, you can send them to our team using the details above or by phoning [REDACTED]

Appendix F3: Letter to existing PILs

%Fullname%
%SAO_Name%##
%PAO_Name%##
%PAO_No%##%Street%##
%Locality%##
%Town%##
%Postcode%##

Date: XX

Dear %Fullname%

**CHRYSAOR PRODUCTION (U.K.) LIMITED, A HARBOUR ENERGY COMPANY
VIKING CCS PIPELINE
TARGETED STATUTORY CONSULTATION
PLANNING ACT 2008 SECTION 42(1)(d) and 44: DUTY TO CONSULT ON A PROPOSED
APPLICATION**

We are writing to you regarding the Viking CCS pipeline, a new 55km onshore pipeline, which will transport captured carbon dioxide from Immingham to the former Theddlethorpe Gas Terminal.

We have previously consulted you on our proposals for the Scheme, including our formal statutory consultation on the proposed Development Consent Order application and Preliminary Environmental Information Report which between 22 November 2022 and 24 January 2023. This targeted statutory consultation under section 42(1) of the 2008 Act is to consult with you on proposed amendments to the Scheme boundary to include additional land that contains limited extensions in relation to land in which you have an interest in respect of which the Applicant is proposing to seek powers of compulsory acquisition, temporary possession and/or may otherwise be affected by the Scheme. This letter is a notice of a targeted statutory 28-day consultation for you to provide your comments on the proposals. Please respond no later than 14 May 2023.

Project background

Chrysaor Production (U.K.) Limited (a Harbour Energy group company) proposes to construct and operate a new 55km buried onshore pipeline that will transport captured CO₂ (carbon dioxide) from Immingham to the former Theddlethorpe Gas Terminal (“the Project”). From there the CO₂ will enter a former gas import pipeline, before being injected into depleted gas reservoirs, 9,000 feet deep and 140km off the coast under the North Sea (the Project). This process is called ‘carbon capture and storage’. It is one of the ten actions proposed by the government to help the UK achieve its target of net zero carbon emissions by 2050.

As the Viking CCS pipeline is classed as a Nationally Significant Infrastructure Project under the Planning Act 2008 (“the Act”), we will require an application for a Development Consent Order (DCO) to permit our proposals. The application will be made to the Planning Inspectorate, who will provide a recommendation to the Secretary of State for Business, Energy and Industrial Strategy. The Secretary of State will then decide whether to grant or refuse development consent. We are aiming to submit our application later in 2023.

Consulting persons with an interest in land

During the DCO pre-application process, we must consult with a variety of persons and organisations about our application in accordance with the requirements of the Act. In accordance with sections 42(1)(d) and 44 of the Act, we must consult people and organisations who have an interest in land. We are writing to you as we believe that you have, what we refer to in this letter as, an “interest” in land¹ in respect of

¹ We refer to “land” throughout this letter, and this extends to property e.g. buildings.

which the Applicant is proposing to seek powers of compulsory acquisition, temporary possession and/or may otherwise be affected by the Project.

This could mean that you are considered to:

- Have a Category 1 interest in land or property in the area of the Project under section 44 of the Act. This means that we believe you are an owner, lessee, tenant (whatever the tenancy period), or occupier of this land; **and/or**
- Have a Category 2 interest in land or property in the area of the Project under section 44 of the Act. This means that we believe you have another type of interest in this land, (not covered by Category 1) or have the power to sell and convey the land, or to release the land.

Therefore, we are required to consult with you on the proposed application for Viking CCS pipeline and are particularly interested in obtaining your feedback on our proposals. The enclosed plan(s) detail where we understand your land or property interest is situated in relation to the Project.

We aim to reach agreement for all the land rights and temporary possession powers required for the Project through the negotiation of private treaty agreements. However, the DCO will include an application for compulsory acquisition and temporary use powers, to facilitate the construction, operation (including maintenance) and decommissioning of the Project.

We want you to tell us about the potential impacts that our Project may have on your interest in land. We also want to work with you to see if there are any ways in which any potential impacts could be reduced. We can do that more effectively if we fully understand how you use the land and how our Project may affect that use. You may also wish to consider whether your interests in any surrounding land not acquired or used by the Project will be affected.

This statutory consultation is also an opportunity for you to share your views on our proposals for the Project as a whole. We strongly encourage you to provide your views to us now through this targeted statutory consultation. This will enable us to take your views into account in developing and refining our proposals before submitting our application to the Planning Inspectorate.

Enclosed with this letter is a copy of the consultation brochure and response form. You can also view the consultation documents online at: consultation.vikingccs.co.uk/consultation-documents

Environmental Impact Assessment

The Viking CCS pipeline requires an Environmental Impact Assessment, as defined by the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (the EIA Regulations 2017). A Preliminary Environmental Information Report (PEIR) can be viewed on the Project website at consultation.vikingccs.co.uk/consultation-documents

The PEIR reports the outcomes of the preliminary assessment of the likely significant environmental effects of the development in accordance with Regulation 12(2) of the EIA Regulations 2017. The aim of the PEIR is to help consultees understand the likely impacts of the Project and make an informed consultation response. An Environmental Statement will be submitted alongside the application for development consent.

Additional documents relevant to you

As you have an interest in land which could be affected, we are using this consultation to develop our understanding of the potential impact of our proposals on your interest, and any mitigation. To help you to help us understand this, we are also enclosing more documents in hard copy. Please use or refer to these documents in your consultation response to aid our understanding of your response.

- Landownership Parcel Plan(s)** – Plan(s) showing the land that we believe you have an interest in (edged and shaded blue), in relation to the draft Order Limits boundary (depicted by the solid red line). If you have any comments or clarifications on this plan, please let us know.
- A plan showing the full extent of Project, known as the Map of the Project** – we have included this plan so that, if there is land you have an interest in within the draft Order Limits boundary (depicted by the solid red line) but that has not been included on the Land Ownership Parcel Plan(s), you can use this consultation opportunity to bring that to our attention. If this is the case, please send details of the land you have an interest in within the draft Order Limits boundary, that has not been included on the Landownership Parcel Plan(s) sent to you, back to us as part of your consultation response.

Compensation

Please note that whilst you may be entitled to compensation if your land interest is acquired or affected, or if temporary possession is taken, this is not a matter relevant to this consultation. The amount of compensation due is a matter to be determined through separate discussions with you, and any disputes will be determined by the Upper Tribunal (Lands Chamber) and not by the Examining Authority or the Secretary of State. However, we aim to reach agreement on compensation if your land interest is acquired or affected, or if temporary possession is taken.

Next steps and how to respond

This targeted consultation is open to you as a newly identified person with an interest in land for the Project for 28 days. The deadline to receive responses is 14 May 2023.

You can return the enclosed response form, or submit a free form response to us via email or post using the details below.

We look forward to engaging with you as the Project progresses and would encourage you to provide us with your feedback through the channels listed in the statutory notice.

If you have any questions regarding the Project, please do not hesitate to contact using the details below.

- Email:** vikingccspipeline@aecom.com
- Phone:** [REDACTED]
- Post:** Freepost VIKING CCS PIPELINE

Yours sincerely

Paul Davis

Viking CCS Onshore Development Manager
Harbour Energy

Enc.

- Hard copy of Map of the Project
- Hard copy(ies) of Landownership Parcel Plans
- Hard copy Consultation Brochure

Hard copy Response Form

Appendix F4 Letter to newly identified PILs under S42(d)

%Fullname%
%SAO_Name%##
%PAO_Name%##
%PAO_No%##%Street%##
%Locality%##
%Town%##
%Postcode%##

Date: XX

Dear %Fullname%

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A statutory consultation on proposals for the Viking CCS pipeline was held between 22 November 2022 and 24 January 2023. We have since identified you as a person with an interest in land and therefore have a duty to consult you. This letter is a notice of a targeted statutory 28-day consultation for you to provide your comments on the proposals. Please respond no later than 14 May 2023.

Project background

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As the Viking CCS pipeline is classed as a Nationally Significant Infrastructure Project under the Planning Act 2008 (“the Act”), we will require an application for a Development Consent Order (DCO) to permit our proposals. The application will be made to the Planning Inspectorate, who will provide a recommendation to the Secretary of State for Business, Energy and Industrial Strategy. The Secretary of State will then decide whether to grant or refuse development consent. We are aiming to submit our application later in 2023.

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¹ We refer to “land” throughout this letter, and this extends to property e.g. buildings.

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Environmental Impact Assessment

The Viking CCS pipeline requires an Environmental Impact Assessment, as defined by the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (the EIA Regulations 2017). A Preliminary Environmental Information Report (PEIR) can be viewed on the Project website at consultation.vikingccs.co.uk/consultation-documents

The PEIR reports the outcomes of the preliminary assessment of the likely significant environmental effects of the development in accordance with Regulation 12(2) of the EIA Regulations 2017. The aim of the PEIR is to help consultees understand the likely impacts of the Project and make an informed consultation response. An Environmental Statement will be submitted alongside the application for development consent.

Additional documents relevant to you

As you have an interest in land which could be affected, we are using this consultation to develop our understanding of the potential impact of our proposals on your interest, and any mitigation. To help you to help us understand this, we are also enclosing more documents in hard copy. Please use or refer to these documents in your consultation response to aid our understanding of your response.

- Landownership Parcel Plan(s)** – Plan(s) showing the land that we believe you have an interest in (edged and shaded blue), in relation to the draft Order Limits boundary (depicted by the solid red line). If you have any comments or clarifications on this plan, please let us know.
- A plan showing the full extent of Project, known as the Map of the Project** – we have included this plan so that, if there is land you have an interest in within the draft Order Limits boundary (depicted by the solid red line) but that has not been included on the Land Ownership Parcel Plan(s), you can use this consultation opportunity to bring that to our attention. If this is the case, please send details of the land you have an interest in within the draft Order Limits boundary, that has not been included on the Landownership Parcel Plan(s) sent to you, back to us as part of your consultation response.

Compensation

Please note that whilst you may be entitled to compensation if your land interest is acquired or affected, or if temporary possession is taken, this is not a matter relevant to this consultation. The amount of compensation due is a matter to be determined through separate discussions with you, and any disputes will be determined by the Upper Tribunal (Lands Chamber) and not by the Examining Authority or the Secretary of State. However, we aim to reach agreement on compensation if your land interest is acquired or affected, or if temporary possession is taken.

Next steps and how to respond

This targeted consultation is open to you as a newly identified person with an interest in land for the Project for 28 days. The deadline to receive responses is 14 May 2023.

You can return the enclosed response form, or submit a free form response to us via email or post using the details below.

We look forward to engaging with you as the Project progresses and would encourage you to provide us with your feedback through the channels listed in the statutory notice.

If you have any questions regarding the Project, please do not hesitate to contact using the details below.

- Email:** vikingccspipeline@aecom.com
- Phone:** [REDACTED]
- Post:** Freepost VIKING CCS PIPELINE

Yours sincerely

Paul Davis

Viking CCS Onshore Development Manager
Harbour Energy

Enc.

- Hard copy of Map of the Project
- Hard copy(ies) of Landownership Parcel Plans
- Hard copy Consultation Brochure
- Hard copy Response Form

%Fullname%
%SAO_Name%##
%PAO_Name%##
%PAO_No%##%Street%##
%Locality%##
%Town%##
%Postcode%##

Date: XX

Dear %Fullname%

**CHRYSAOR PRODUCTION (U.K.) LIMITED, A HARBOUR ENERGY COMPANY
VIKING CCS PIPELINE
TARGETED STATUTORY CONSULTATION
PLANNING ACT 2008 SECTION 42(1)(d) and 44: DUTY TO CONSULT ON A PROPOSED
APPLICATION**

We are writing to you regarding the Viking CCS pipeline, a new 55km onshore pipeline, which will transport captured carbon dioxide from Immingham to the former Theddlethorpe Gas Terminal.

A statutory consultation on proposals for the Viking CCS pipeline was held between 22 November 2022 and 24 January 2023. We have since identified you as a person with an interest in land and therefore have a duty to consult you. This letter is a notice of a targeted statutory 28-day consultation for you to provide your comments on the proposals. Please respond no later than **XX DATE**.

Project background

Chrysaor Production (U.K.) Limited (a Harbour Energy group company) proposes to construct and operate a new 55km buried onshore pipeline that will transport captured CO₂ (carbon dioxide) from Immingham to the former Theddlethorpe Gas Terminal (“the Project”). From there the CO₂ will enter a former gas import pipeline, before being injected into depleted gas reservoirs, 9,000 feet deep and 140km off the coast under the North Sea (the Project). This process is called ‘carbon capture and storage’. It is one of the ten actions proposed by the government to help the UK achieve its target of net zero carbon emissions by 2050.

As the Viking CCS pipeline is classed as a Nationally Significant Infrastructure Project under the Planning Act 2008 (“the Act”), we will require an application for a Development Consent Order (DCO) to permit our proposals. The application will be made to the Planning Inspectorate, who will provide a recommendation to the Secretary of State for Business, Energy and Industrial Strategy. The Secretary of State will then decide whether to grant or refuse development consent. We are aiming to submit our application later in 2023.

Consulting persons with an interest in land

During the DCO pre-application process, we must consult with a variety of persons and organisations about our application in accordance with the requirements of the Act. In accordance with sections 42(1)(d) and 44 of the Act, we must consult people and organisations who have an interest in land. We are writing to you as we believe that you have, what we refer to in this letter as, an “interest” in land¹ in respect of which the Applicant is proposing to seek powers of compulsory acquisition, temporary possession and/or may otherwise be affected by the Project.

¹ We refer to “land” throughout this letter, and this extends to property e.g. buildings.

This could mean that you are considered to:

- Have a Category 1 interest in land or property in the area of the Project under section 44 of the Act. This means that we believe you are an owner, lessee, tenant (whatever the tenancy period), or occupier of this land; **and/or**
- Have a Category 2 interest in land or property in the area of the Project under section 44 of the Act. This means that we believe you have another type of interest in this land, (not covered by Category 1) or have the power to sell and convey the land, or to release the land.

Therefore, we are required to consult with you on the proposed application for Viking CCS pipeline and are particularly interested in obtaining your feedback on our proposals. The enclosed plan(s) detail where we understand your land or property interest is situated in relation to the Project.

We aim to reach agreement for all the land rights and temporary possession powers required for the Project through the negotiation of private treaty agreements. However, the DCO will include an application for compulsory acquisition and temporary use powers, to facilitate the construction, operation (including maintenance) and decommissioning of the Project.

We want you to tell us about the potential impacts that our Project may have on your interest in land. We also want to work with you to see if there are any ways in which any potential impacts could be reduced. We can do that more effectively if we fully understand how you use the land and how our Project may affect that use. You may also wish to consider whether your interests in any surrounding land not acquired or used by the Project will be affected.

This statutory consultation is also an opportunity for you to share your views on our proposals for the Project as a whole. We strongly encourage you to provide your views to us now through this targeted statutory consultation. This will enable us to take your views into account in developing and refining our proposals before submitting our application to the Planning Inspectorate.

Enclosed with this letter is a copy of the consultation brochure and response form. You can also view the consultation documents online at: consultation.vikingccs.co.uk/consultation-documents

Environmental Impact Assessment

The Viking CCS pipeline requires an Environmental Impact Assessment, as defined by the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (the EIA Regulations 2017). A Preliminary Environmental Information Report (PEIR) can be viewed on the Project website at consultation.vikingccs.co.uk/consultation-documents

The PEIR reports the outcomes of the preliminary assessment of the likely significant environmental effects of the development in accordance with Regulation 12(2) of the EIA Regulations 2017. The aim of the PEIR is to help consultees understand the likely impacts of the Project and make an informed consultation response. An Environmental Statement will be submitted alongside the application for development consent.

Additional documents relevant to you

As you have an interest in land which could be affected, we are using this consultation to develop our understanding of the potential impact of our proposals on your interest, and any mitigation. To help you to help us understand this, we are also enclosing more documents in hard copy. Please use or refer to these documents in your consultation response to aid our understanding of your response.

- **Landownership Parcel Plan(s)** – Plan(s) showing the land that we believe you have an interest in (edged and shaded blue), in relation to the draft Order Limits boundary (depicted by the solid red line). If you have any comments or clarifications on this plan, please let us know.
- **A plan showing the full extent of Project, known as the Map of the Project** – we have included this plan so that, if there is land you have an interest in within the draft Order Limits boundary (depicted by the solid red line) but that has not been included on the Land Ownership Parcel Plan(s), you can use this consultation opportunity to bring that to our attention. If this is the case, please send details of the land you have an interest in within the draft Order Limits boundary, that has not been included on the Landownership Parcel Plan(s) sent to you, back to us as part of your consultation response.

Compensation

Please note that whilst you may be entitled to compensation if your land interest is acquired or affected, or if temporary possession is taken, this is not a matter relevant to this consultation. The amount of compensation due is a matter to be determined through separate discussions with you, and any disputes will be determined by the Upper Tribunal (Lands Chamber) and not by the Examining Authority or the Secretary of State. However, we aim to reach agreement on compensation if your land interest is acquired or affected, or if temporary possession is taken.

Next steps and how to respond

This targeted consultation is open to you as a newly identified person with an interest in land for the Project for 28 days. The deadline to receive responses is **XX DATE**.

You can return the enclosed response form, or submit a free form response to us via email or post using the details below.

We look forward to engaging with you as the Project progresses and would encourage you to provide us with your feedback through the channels listed in the statutory notice.

If you have any questions regarding the Project, please do not hesitate to contact using the details below.

- **Email:** vikingccspipeline@aecom.com
- **Phone:** [REDACTED]
- **Post:** Freepost VIKING CCS PIPELINE

Yours sincerely

Paul Davis

Viking CCS Onshore Development Manager
Harbour Energy

Enc.

- Hard copy of Map of the Project
- Hard copy(ies) of Landownership Parcel Plans
- Hard copy Consultation Brochure
- Hard copy Response Form

Appendix F5: Design Revisions Consultation consultation responses from prescribed consultees under S42

Tables evidencing regard to Design Revisions consultation responses (in accordance with s49 of the Planning Act 2008) – Section 42 (1)(a) and 42 (1)(b) Prescribed Consultees

Email feedback

This table sets out the responses received from Prescribed Consultees under Section 42(1)(a) and (b) of the Act.

Feedback from Prescribed Consultees under s42(1)(a) and (b)				
Organisation	Main theme	Sub-theme	Summary of comments	Project response
Southern Gas Networks (SGN)	General comments – route wide	General comment	SGN confirmed the project falls outside its area of responsibility.	Noted, no further action required.
ESP Utilities Group	General comments – route wide	General comment	Feedback confirmed its networks would not be impacted by the proposed works.	Noted, no further action required.
North Kesteven Council	General comments – route wide	General comment	The council confirmed its position remained unchanged since statutory consultation, and that the route would not impact the District.	Noted, no further action required.
Theddlethorpe Parish Council	Area west of former TGT	Consultation information	The Parish council requested a project representative at the annual Parish meeting and a request for hard copy maps.	As it was not possible for a member of the project team to attend the parish meeting, the Applicant developed a 'briefing note' relating to area west of the former TGT site. This explained the current proposals and answered a number of questions that had been raised by local residents. This was provided to the parish council ahead of the meeting. The request for hard copy maps was accommodated.
Joint Nature Conservation Committee (JNCC)	General comments – route wide	General comment	JNCC outlined its responsibility for nature conservation in the offshore marine environment. It noted JNCC have not reviewed the application and Natural England should provide a full response on this occasion.	Noted, no further action required.
UK Health Security Agency (UKHSA) and Office for Health Improvement and Disparities (OHID)	General comments – route wide	General comment	Feedback noted there were no additional comments and referenced previous feedback provided at the statutory consultation.	Noted, no further action required.
Boston Borough Council	General comments – route wide	General comment	The council confirmed they had no comments to make on the additional consultation.	Noted, no further action required.
National Grid Electricity	General comments – route wide	General comment	NGET noted it did not have any further comments to add to its statutory consultation response. NGET welcomed the receipt of further information and consultation relating to potential impacts on its assets.	Noted, the Applicant has continued to engage with National Grid Electricity Transmission to discuss any potential impacts on existing assets.

Feedback from Prescribed Consultees under s42(1)(a) and (b)				
Organisation	Main theme	Sub-theme	Summary of comments	Project response
Transmission plc (NGET)¹				
Newark and Sherwood District Council	General comments – route wide	General comment	The council acknowledged the revisions made to the Draft Order Limits, and confirmed it had no comments to make on the proposals. Feedback noted that the matter had not been formally reported to the Planning Committee, rather an officer of the council under delegated power arrangements.	Noted, no further action required.
Witham and Humber Internal Drainage Board (on behalf of North East Lindsey Drainage Board)²	General comments – route wide	Environmental Impact	The Drainage Board noted the pipeline is located within the North East Lindsey Drainage Board area.	The Board maintained watercourses have been considered and requirements have been addressed through the design development to date.
		Land ownership	Feedback outlined the land ownership of the Drainage Board and its responsibilities to maintain the watercourses within its area, in the form of an annual flail and weed cut. Feedback stated the Board owns the land to the East of Rosper Road.	The Applicant has had ongoing engagement with the drainage board to understand any interactions with its assets and will continue to do so during detailed design and construction.
Environment Agency (EA)³	General comments – route wide	General comment	Feedback noted the EA had no further comments to make on the consultation. The EA reserved the right to review and amend its position in the future.	Noted, and the Applicant will continue to engage with the EA as required.
Health and Safety Executive (HSE)	General comments – route wide	General comment	HSE noted there were no further comments to make regarding land use.	Noted, and the Applicant has engaged with HSE throughout the pre-application period and will continue to do so.
		Safety	HSE made no comments regarding explosive sites, as there are no HSE licensed explosive sites in the vicinity of the proposed development. Feedback also noted there were no comments from a planning perspective relating to electrical safety.	Noted, and the Applicant has engaged with HSE throughout the pre-application period and will continue to do so.
Trinity House	General comments – route wide	Safety	Feedback noted Trinity House had no objections to the revisions made, in terms of marine navigation safety.	Noted, no further action required.

¹ Please note that NETG is also a s44 consultee, with an interest in land.

² Please note that North East Lindsey Drainage Board is also a s44 consultee, with an interest in land.

³ Please note that the EA is also a s44 consultee, with an interest in land.

Feedback from Prescribed Consultees under s42(1)(a) and (b)

Organisation	Main theme	Sub-theme	Summary of comments	Project response
West Lindsey District Council	Area west of Aylesby	General route comment	<p>The council noted the revisions which were of particular interest were revisions two (area west of Aylesby) and three (block valve station near Washingdales Lane).</p> <p>Feedback acknowledged that revision two increases the distance from a development which planning permission has been granted for.</p> <p>The council also noted the amendment to an existing layby for temporary access off Barton Steet would also move the location of the pipeline further west, where it would re-join the original route after the first block valve station.</p>	Noted, no further action required.
		Community impact	Feedback noted the amended route would run closer to residential properties, therefore construction working hours may need to be reviewed to avoid prolonged disturbance throughout construction.	<p>A Construction Environmental Management Plan (CEMP) [EN070008/APP/6.4.3.1] will be developed to help limit disruption to during construction. The CEMP will ensure that throughout the construction period we carefully control activities that may cause dust, noise and vibration, and manage any potential impacts.</p> <p>We anticipate construction will last for approximately one year. Some aspects like laying the pipeline will be relatively quick compared to other elements. A detailed programme will aim to limit the amount of time each specific location is affected by construction.</p>
		Construction impact	Feedback noted the amended route would run closer to residential properties, therefore construction working hours may need to be reviewed to avoid prolonged disturbance throughout construction.	
	Environmental impact	<p>The council noted the amended route crosses land with large trees and a pond. Feedback questioned why a route through this area was required and requested it was avoided. The impact of the route on biodiversity was noted, and if it must be taken forward, impacts on trees and ecology at the site should be surveyed.</p> <p>Feedback noted the route appears to move into the designated Area of Great Landscape Value, however it is unlikely the works will have a significant impact.</p> <p>The presence of open agricultural land either side of the wooded area was highlighted and signposted as a potential area to accommodate the route.</p>	The revision to the route to the area west of Aylesby was made following landowner discussions. The revised pipeline route is proposed to pass to the west of the mature trees.	
	Block valve station near Washingdales Lane	General route comment	The Council acknowledged the amendment to the block valve station from the north side of Washingdales Lane to the southern side. Feedback noted there were no further comments to make	Noted, and the Council's comments at statutory consultation were considered following the close of that consultation.

Feedback from Prescribed Consultees under s42(1)(a) and (b)				
Organisation	Main theme	Sub-theme	Summary of comments	Project response
			regarding this revision and referred to its comments made during the statutory consultation.	
North East Lincolnshire Council (NELDC)⁴	General comments – route wide	Heritage	<p>Feedback noted the comments provided by the council’s Heritage Officer during statutory consultation remain applicable.</p> <p>Feedback noted the council has regular meetings with the project’s archaeological representatives to work towards obtaining all the baseline information required, as well as the appropriate mitigation strategy.</p> <p>The council advised that work is continuing to ensure heritage and archaeological issues are satisfactorily addressed.</p>	<p>The impacts and proposed mitigation measures relating to archaeological assets is reported in ES Chapter 8 Historic Environment [EN070008/APP/6.2.8].</p> <p>Ongoing engagement has been conducted and will continue with historic environment stakeholders, including Historic England and local heritage officers to discuss findings and agree appropriate mitigation measures to minimise impacts wherever possible.</p>
		Environmental impact	The council advised it would be beneficial if all drainage works are identified within the Draft Order Limits to avoid the need for separate future applications in relation to drainage works.	All drainage systems within the Draft Order Limits will be identified and pre- and post-drainage works agreed with landowners, based on the existing drainage systems.
		Pipeline installation technique	<p>The council requested to see further details of the proposed method of crossing watercourses. Feedback noted presumably the pipeline would be directionally drilled underneath the riverbed.</p> <p>It was noted that if any watercourses are modified in any way, even temporarily regarding access between fields, consent will be required. The consenting authority would differ along the length of the pipeline, including North East Lincolnshire Council, North East Lindsey Drainage Board or Lindsey Marsh Drainage Board.</p>	<p>Engagement with the relevant consenting bodies, including Internal Drainage Boards and local planning authorities has been undertaken to ensure impacted watercourses are identified and included within the Draft Order Limits.</p> <p>All main rivers will be crossed using trenchless techniques as will larger drains and ordinary watercourses. Some smaller watercourses will be crossed using open cut methods. Where this is necessary consent will be sought from the appropriate authorities.</p>
		General comment	The council noted the adopted collaborative approach was appreciated and included reference to scheduling a further meeting.	The project is committed to working collaboratively with the host local authorities. The Applicant has met with the local authority since the Design Revisions Consultation and welcomes further engagement as the project develops.
	Area near Welbeck Spring	Environmental impact	<p>The implications of permanent surface infrastructure (including compounds and hardstanding areas), on surface water drainage will need to be considered, particularly, at Welbeck Spring on Barton Street.</p> <p>Feedback noted the Drainage Board should be included within the consultation if not already consulted.</p>	The implications of permanent hardstanding at facilities and block valves have been considered as part of the Drainage Strategy [EN070008/APP/6.4.11.3] and Flood Risk Assessment [EN070008/APP/6.4.11.5]..

⁴ Please note that NELDC is also a s44 consultee, with an interest in land.

Feedback from Prescribed Consultees under s42(1)(a) and (b)

Organisation	Main theme	Sub-theme	Summary of comments	Project response
				<p>The relevant Internal Drainage Boards have been consulted to ensure impacted watercourses are identified and included within the Draft Order Limits.</p> <p>A local drainage specialist will also be contracted to work with landowners to ensure an optimum solution is identified for all parties, both for construction stage drainage and drainage reinstatement.</p>
<p>Marine and Coastguard Agency (MCA)</p>	<p>General comments – route wide</p>	<p>General comment</p>	<p>The MCA outlined its interest in works associated with the marine environment and the potential impact on the safety of navigation, shipping and search and rescue obligations.</p> <p>Feedback noted the marine aspect of works do not fall under the scope of the DCO application therefore fall outside of the MCA's remit.</p>	<p>Noted, and no further action required.</p>
		<p>Planning</p>	<p>The MCA have an interest in any works undertaken below the Mean High-Water level, which may require a marine license under the Marine and Coastal Access Act 2009.</p> <p>Feedback noted the scope of works is down to the Mean Low Water level. Feedback noted any work within the intertidal area should be considered under the Marine and Coastal Access Act 2009.</p>	<p>No works are proposed in the intertidal area. The only change in this location will be a change of gas transported in the pipe from Natural Gas to CO₂.</p>
<p>Canal & River Trust</p>	<p>General comments – route wide</p>	<p>General comment</p>	<p>The Canal & River Trust outlined its role as a prescribed consultee for consultations likely to have an impact on inland waterways or land adjacent to inland waterways.</p> <p>Feedback outlined that the proposed works does not cross land owned or operated by the Trust.</p>	<p>Noted, the Applicant has continued to engage with the Canal & River Trust, although notes it does not consider the Proposed Development will affect its land or assets.</p>
		<p>General route comment</p>	<p>Feedback noted the closest navigable waterway to the pipeline route is the River Witham, approximately 30km south west. If the scheme is amended further to impact the River Witham, the Trust noted it would welcome further consultation on proposals so it can provide advice on potential impacts.</p> <p>The Trust stated the Louth Canal, located within the pipeline route south west of Alvingham, is neither owned nor managed by the Trust, however it understands the Louth Navigation Trust (LNT) is dedicated to preserving and encouraging future regeneration of the Canal.</p> <p>The Trust acknowledged the project was also in correspondence with LNT and advised consideration is given to any response relating to the impact of the pipeline on its objectives to preserve and regenerate the Canal.</p>	<p>The Applicant does not plan to make any amendments that would impact the River Witham.</p> <p>The Applicant has engaged with the LNT and does not consider it will impact its objectives.</p>

Feedback from Prescribed Consultees under s42(1)(a) and (b)				
<i>Organisation</i>	<i>Main theme</i>	<i>Sub-theme</i>	<i>Summary of comments</i>	<i>Project response</i>
East Lindsey District Council	General comments – route wide	General comment	The council confirmed they had no comments to make on the additional consultation.	Noted, the Applicant has subsequently met with an officer from the Council and will continue to engage with the local authority.
NATS Safeguarding office	General comments – route wide	General route comment	Feedback noted NATS did not operate infrastructure within 10km of the proposed buried pipeline route and therefore did not anticipate any impact.	Noted, and no further action required.
Royal Mail	General comments – route wide	General comment	Royal Mail noted the changes would not cause significant risk to Royal Mail but confirmed its comments from statutory consultation remained valid.	Noted, and Royal Mail's comments at statutory consultation were considered following the close of that consultation.
Historic England	General comments – route wide	General comment	Historic England confirmed it had no further comments to make on the additional consultation.	Noted, and no further action required.
The Coal Authority (CA)	General comments – route wide	General route comment	The CA confirmed the proposed development falls outside the Development High Risk Area as defined by CA. Feedback confirmed the planning team had no further comments.	Noted, and no further action required.
Natural England ⁵	General	General comment	Feedback confirmed Natural England had no further comments to make on the proposals as the findings in the PEIR have not changed.	Noted, and no further action required.

⁵ Please note Natural England is also a s44 consultee, with an interest in land.

Appendix F6: Design Revisions Consultation consultation responses from PILs under S42(d)
and S44

Tables evidencing regard to Design Revisions consultation responses from Persons with an Interest Land under S42(d) and S44

Email feedback

This table sets out the responses received from Persons with an Interest in Land under S42(d) and S44 of the Act.

Feedback from Persons with an Interest in Land under s42(d) and s44

<i>Main theme</i>	<i>Sub-theme</i>	<i>Summary of comments</i>	<i>Project response</i>
Block valve station near Washingdales Lane	General route comment	Concerns were raised regarding Anglian Water's reservoir at Washingdales Lane to the west of Aylesby. It was noted that whilst the route did not directly affect the site, it was very close and would impact access. Feedback noted Anglian Water would require unrestricted access to its site.	The Applicant has engaged with Anglian Water during the pre-application stage to manage impacts from the project. Engagement will continue as construction plans are finalised, and access requirements have been noted.
Area near Welbeck Spring	General route comment	Feedback questioned why the route had moved eastward in the area near Wellbeck Spring and the Central Construction Compound.	<p>It was originally proposed an open cut crossing of the Welbeck Spring immediately downstream of its source, which is in a natural chalk amphitheatre. The potential value of this area for archaeological finds (including Anglo Saxon burials) was previously highlighted and also the fact that this is the source of an important registered chalk stream. It was considered unlikely that it would be possible to change the crossing to a trenchless technique, such as augur bore, due to local topography.</p> <p>The Applicant has therefore considered it prudent to move the crossing further from the spring itself, hence the proposed move slightly to the east of the original crossing point.</p> <p>In addition to the above, the proposed construction compound option had a boundary very close to the Welbeck Spring. It was considered that there may be ground related issues with the compound/open cut crossing being so close to the spring, which has a 5m high chalk cliff above it that has no reinforcement/support. It was therefore also proposed that the boundary of the compound is moved further away from the spring to ensure there are no impacts on its structural integrity.</p>
Area near Louth Water Treatment Works	Construction impacts	Feedback questioned whether the intention was to remove any trees on the route, or whether trenchless mechanisms would be used to route beneath them.	<p>The pipeline has been routed to avoid environmentally sensitive areas wherever possible, with consideration to ecology and biodiversity. Crossing proposals have not yet been finalised, the Applicant expects to use a 'trenchless' technique to install the pipeline in this location.</p> <p>We will aim to avoid the loss of mature trees wherever we can. However, some mature trees may need to be felled where open cut installation techniques are necessary and/or where the construction plant needs to be moved along the construction route. Details about the potential impacts on trees are reported in the Arboriculture Impact Assessment.</p>
		The construction width near the Water Treatment Works was questioned, as the plans suggested double width.	The plans referenced were showing the Draft Order Limits, which have been extended in this area to provide additional flexibility to route a trenchless crossing. However, it is not anticipated that any change to the typical working construction width will be required.

Feedback from Persons with an Interest in Land under s42(d) and s44

<i>Main theme</i>	<i>Sub-theme</i>	<i>Summary of comments</i>	<i>Project response</i>
	Environmental impact	Feedback questioned whether the intention was to remove any trees on the route, or whether trenchless mechanisms would be used to route beneath them.	<p>The pipeline has been routed to avoid environmentally sensitive areas wherever possible, with consideration to ecology and biodiversity. Crossing proposals have not yet been finalised, however it is anticipated that at main crossing points, for example waterways, canals and towpaths, the Applicant will use a 'trenchless' technique to install the pipeline.</p> <p>The Applicant will aim to avoid the loss of mature trees wherever we can. However, some mature trees may need to be felled where open cut installation techniques are necessary and/or where the construction plant needs to be moved along the construction route. Details about the potential impacts on trees are reported in the Arboricultural Impact Assessment.</p>
	Landowner engagement and consultation	<p>Feedback noted there was engagement underway between the land agents and Gately Hamer concerning the plans, which impact Louth Sewage Treatment works.</p> <p>A respondent requested Harbour Energy reconsidered their proposal to amend the pipeline corridor. They noted they had attended the previous consultation events and received two meetings with the project team, however it has proved unsuccessful.</p> <p>Feedback noted at a recent meeting the project team were unable to justify why the proposal could not be considered or produce a map.</p> <p>The respondent expressed disappointment with the project, as consultation documentation expresses an ethos of working together with landowners to reduce impacts.</p>	<p>Noted, and the Applicant has continued to engage with the relevant landowner following this consultation.</p> <p>The Applicant has engaged with potentially affected landowners to manage potential impacts from the preferred route. This has included considering route change requests. This specific request was considered as DCR038 following statutory consultation and was not progressed (further details are included in Section 6.6).</p>
	Negative sentiment	A respondent suggested the project had had a negative effect on their family and referred to a 'David and Goliath situation'.	The Applicant recognises that any infrastructure project brings impacts and has approached landowner discussions in an open and transparent manner. Where impacts cannot be avoided, the Applicant will work with landowners to minimise impacts, particularly during the construction phase.
	Traffic and access	Feedback noted that whilst the route did not directly affect the reservoir site, it was very close and would impact access. Feedback noted Anglian Water would require unrestricted access to its site.	The Applicant has engaged with Anglian Water during the pre-application stage to manage impacts from the project. Engagement will continue as construction plans are finalised, and access requirements have been noted.

Feedback from Persons with an Interest in Land under s42(d) and s44

<i>Main theme</i>	<i>Sub-theme</i>	<i>Summary of comments</i>	<i>Project response</i>
		<p>Feedback questioned how wide the access road would be near the site and how the lane would be crossed to access a specific property.</p>	<p>A trenchless crossing technique is proposed at this location, therefore access to this property will not be restricted.</p>
	Route suggestion	<p>A respondent requested Harbour Energy reconsider their proposal to amend the pipeline corridor. They noted they had attended the previous consultation events and received two meetings with the project team, however it had proved unsuccessful.</p> <p>Feedback suggested the corridor should be moved further to the west of the original corridor (between Brackenborough road and Alvingham Road), removing the need for a 45-degree angle.</p> <p>It was advised the suggested route would create a larger distance between the corridor and the community of Alvingham, ensure the corridor was just on one landowner's land and would not impact the safety of the local community.</p> <p>A respondent noted the project's lands team had stated their route suggestion to the west would not be taken on board, including due to the engineering challenges of crossing fields at corners.</p> <p>Further feedback noted the project had been reluctant to provide further satisfactory explanation for why the route suggestion could not be considered.</p> <p>Feedback noted the project team had outlined key routing principles in recent correspondence. The respondent rebutted these principles, as the alternative route suggested would move the pipeline away from houses and sensitive buildings, would be located on bare arable land and would not interact with flood zones, historic monuments or AONBs.</p>	<p>This specific request was considered as DCR038 following statutory consultation and was not progressed (further details are included in Section 6.6).</p> <p>This specific request was considered as DCR038 following statutory consultation and was not progressed (further details are included in Section 6.6).</p>
		<p>A respondent wanted information on the department that would be responsible for signing off the Applicant's corridor plan.</p>	<p>The application for development consent for this Proposed Development will be examined by the Planning Inspectorate open behalf of the Secretary of State for Energy Security and Net Zero, and the final decision on whether to approve the application sits with the Secretary of State.</p>

Feedback from Persons with an Interest in Land under s42(d) and s44

<i>Main theme</i>	<i>Sub-theme</i>	<i>Summary of comments</i>	<i>Project response</i>
Area north of Grimoldby	General route comment	Feedback noted that by diverting from the originally proposed route (which crossed the Grayfleet Beck), the route now crossed close to Pickhill Bridge, which diverts the route into Flood Zone 3.	Noted.
	Impact on property	The respondent noted they had previously asked for reasoning behind diverting from the previously preferred route where it crosses Pickhill Lane but did not receive a meaningful response.	The Applicant has sought to provide answers to questions provided by stakeholders, while recognising that it is not always possible to answer these questions fully while the project design continues to develop. It is also important that stakeholders are provided with consistent information and it was therefore made clear to respondents that the Consultation Report would be used to answer feedback comments.
	Negative sentiment	The respondent noted that whilst the feedback provided sounded negative, they urged Harbour Energy it should be considered constructively.	Noted.
	Safety	A respondent continued previous correspondence that focused on safety of the pipeline and the Applicant's approach to risk assessment.	<p>Within the UK there is a robust framework of legislation and good practice for the construction and operation of pipelines.</p> <p>The Applicant is consulting with the Health and Safety Executive as part of our ongoing work, and the pipeline will meet all UK safety and operational regulations.</p> <p>The Applicant is adopting a conservative design principle and the 24" outer diameter pipeline will have a thick wall specification throughout its entire length, designed in accordance with recognised good practice PD8010 Pipeline systems – Part 1: Steel pipelines on land – Code of practice. The minimum distance from the top of the pipeline to the surface will be 1.2m to ensure</p>

Feedback from Persons with an Interest in Land under s42(d) and s44

<i>Main theme</i>	<i>Sub-theme</i>	<i>Summary of comments</i>	<i>Project response</i>
			the pipeline is free from foreseeable interactions with normal land use and will be clearly signposted in keeping with good practice.
		Feedback reiterated that the inconvenience of re-routing the Draft Order Limits should not outweigh significant safety considerations.	A wide range of factors have been taken into account in determining the preferred pipeline route, with safety being the key consideration.
	Route suggestion	Feedback put forward a suggested route that would cross open farmland with access tracks and would not pass developments or schools. It was noted the proposed route would also be further away from villages and outlying habitation.	Noted.
		With reference to the suggested E-1B+link route, the respondent noted the suggested route crosses Flood one 2 and 3, however a small addition to the flood zone total should be weighted less against genuine safety considerations.	Noted.
		Feedback suggested an extension to Harbour Energy's previous diversion which would cause an insignificant addition to the flood zone total.	Noted.
Area west of former TGT	Alternative option in TGT	Feedback noted an acceptable brownfield site was already available at TGT, with established security fencing and landscaping.	A decision has not yet been made on the location of the Theddlethorpe facility. Feedback received during the statutory consultation and the Design Revisions Consultation will help inform the decision.
	Block valves	A respondent questioned why there were only three block valves proposed across the pipeline route, noting there should be more to reduce carbon dioxide escaping in case of a leak.	Engineering design work was undertaken to refine the specific locations for the Block Valve Stations along the preferred pipeline route as described in the ES chapter 2: Design Evolution and Alternatives. This work identified block valve locations at approximately 13 km, 24 km and 39 km along the pipeline route as shown on Figure 3-9 of the Environmental Statement.
	Community impact	Feedback urged the proposed site is located too close to residential homes and the vent stack would cause visual disturbance and damage to homes and the local environment. It was noted landscaping would have minimal impact and take years to establish.	Visual impacts and mitigation are reported in Environmental Statement Chapter 7 Landscape and Visual [EN070008/APP/6.2.7].

Feedback from Persons with an Interest in Land under s42(d) and s44

<i>Main theme</i>	<i>Sub-theme</i>	<i>Summary of comments</i>	<i>Project response</i>
		<p>A respondent noted they owned holiday rental homes adjacent to the emergency entrance road, therefore any noise from the construction traffic would affect their business and pose a risk to the safety of guests.</p> <p>Feedback raised concerns that the business could not be suspended whilst works take pace, due to it being a sole form of income and noted to do so would require a years' notice and compensation.</p> <p>Feedback urged the use of the main entrance to TGT instead of the emergency entrance road.</p>	<p>The Theddlethorpe facility will be unmanned during the operation of the Viking CCS pipeline, and so operational traffic is expected to be minimal.</p> <p>Traffic impacts and proposed mitigation measures are reported in ES Chapter 12 Traffic and Transport. Noise impacts, and associated mitigation measures, have been assessed and are reported in Chapter 13 Noise and Vibration.</p> <p>An Outline Construction Traffic Management Plan (OCTMP) has been submitted as part of the application for development consent.</p>
	<p>Consultation information</p>	<p>Feedback noted at the previous consultations and public events there was no mention of the second site for the Theddlethorpe facility, nor was it showed on the consultation materials. Instead, residents were advised it would be constructed at the TGT site.</p> <p>Feedback noted the second option was not communicated transparently during previous consultations and one respondent expressed the view residents should have been consulted before it was proposed.</p>	<p>The two options for the Theddlethorpe facility were included within the Preliminary Environmental Information Report (PEIR) that we consulted on as part of the statutory consultation between 22 November 2022 and 24 January 2023. Details of the options were also included in the Non-Technical Summary.</p> <p>Some of the consultation materials, including the brochure and the information at our events, focused on the preferred option at that time for the Theddlethorpe facility which is the location on the site of the former gas terminal.</p> <p>Limited feedback on the Theddlethorpe facility was received during the statutory consultation. The Applicant therefore took the opportunity to invite feedback at the Design Revisions Consultation.</p>
		<p>A respondent questioned the purpose of the land shaded yellow, to the west of the above ground facility, noting it was unspecified. The respondent also questioned how it would fit into the landscape.</p>	<p>The area of land shaded yellow on the map indicates the proposed location of the second option for the Theddlethorpe facility within the Draft Order Limits. This location provides an alternative to locating the facility on the site of the former gas terminal.</p> <p>Visual impacts and mitigation are reported in ES Chapter 7 Landscape and Visual</p>
		<p>A respondent questioned what option three on the map represented and questioned access to the reception facility.</p>	<p>Option 3 labelled on the map referred to one of three locations being considered along the length of the pipeline route for a temporary construction compound. It was not an option for the Theddlethorpe facility.</p> <p>Option 3 indicates the southern compound for the project, which would be located at the car park on the former Theddlethorpe Gas Terminal site and would be used as a material storage area.</p>

Feedback from Persons with an Interest in Land under s42(d) and s44

<i>Main theme</i>	<i>Sub-theme</i>	<i>Summary of comments</i>	<i>Project response</i>
			Please note there is only one southern compound being proposed.
		Feedback critiqued the level of detail in the consultation documents, including the views that the information provided was either inadequate or too technical, plans were too small to make illustrations useful and descriptions were hard to understand. A respondent noted that without the correct level of information, feedback had to be provided based on assumptions.	Consultation materials were drafted in order to make the project as understandable as possible to as wide a group of stakeholders as possible. The Applicants aim throughout has been to ensure that materials would be as inclusive as possible, allowing a thorough consultation to take place.
		A respondent questioned whether new consultation documents had been produced and requested copies to be sent to their land agents for review. Other feedback requested the information that was available at the consultation sessions regarding the second option.	Updated consultation documents have been produced for each round of consultation. All materials were available on the project website and were available from the project team as and when requested.
		Some respondents expressed the view they had been notified late of the changes, as people with registered land interests.	Consultation has taken place across four separate windows, beginning in April 2022. The team has sought to engage across each of these consultations with as wide a range of stakeholders as possible, and the latest round of consultation was to allow for comments only on revisions to the project.
	Environmental impact	Feedback noted the Theddlethorpe facility would be visible from houses and the proposed access road would change the character of the area.	A decision has not yet been made on the location of the Theddlethorpe facility. Potential landscape character impacts of the two alternative options were presented in PEIR Chapter 12 Traffic and Transport and are reported in full in ES Chapter 7 Landscape and Visual.
		Feedback highlighted that The Cut already suffers from subsidence and objections were made regarding the positioning of the facility due to the risk of polluting watercourses and impacts on drainage.	Impacts on drainage and water quality, and proposed mitigation, are reported in Chapter 11 Water Environment [EN070008/APP/6.2.11].
		Concerns were raised regarding the impact of the facility on local wildlife, such as roe deer, natterjack toads, water voles and wading birds. Concerns were raised that the development would also damage habitats.	Potential impacts on wildlife, and proposed mitigation, are reported in Chapter 6 Ecology and Biodiversity [EN070008/APP/6.2.6].
		A respondent questioned what mitigations were in place to protect the impact of the facility on the environment and wildlife.	Potential impacts on wildlife, and proposed mitigation, are reported in Chapter 6 Ecology and Biodiversity [EN070008/APP/6.2.6].
		Feedback questioned why agricultural land should be lost, when a brownfield site on the former TGT was earmarked for use at previous consultations. A respondent questioned the rationale behind the location of the facility, compared to the initial location.	A decision has not yet been made on the location of the Theddlethorpe facility. Feedback received during both stages of the statutory consultation will help inform the decision. Potential landscape character impacts of the two alternative options were presented in PEIR Chapter 12 Traffic and Transport and are reported in full in ES Chapter 7 Landscape and Visual.

Feedback from Persons with an Interest in Land under s42(d) and s44

<i>Main theme</i>	<i>Sub-theme</i>	<i>Summary of comments</i>	<i>Project response</i>
	Historic Environment	Feedback flagged that their property is a Grade 2 Listed building, therefore any compromising actions would require engagement with English Heritage and Campaign to Protect Rural England.	All impacts on listed buildings are reported in Environment Statement Chapter 8 Historic Environment.
	Impact on property	Objections were raised to the western siting, with respondents noting the route would cross their land or run extremely close to it, resulting in a land loss or visual disturbance from their property. A respondent also noted it would cut across their private access, adversely impacting access and egress to their property.	Noted. A decision has not yet been made on the location of the Theddlethorpe facility. Feedback received during both stages of the statutory consultation will help inform the decision.
		Feedback questioned why access routes were required as the Terminal already had two metalled access roads, and concerns were raised that the proposed access way would produce permanent visual disturbance as well as noise pollution.	The configuration of the access roads to the proposed Theddlethorpe facility will be determined once the final option for the location has been decided. The different options for access have been displayed in the materials to demonstrate where the access could be located.
	A respondent requested explanation of any actions that would impact their property.	The Applicant has designed the Viking CCS pipeline to avoid and minimise any potential impacts on residential properties. This has meant there are no residential properties included within the Draft Order Limits - the total area of land that may be needed to construct the project.	
Landowner engagement and consultation	Some respondents noted they had interest in land but had not received consultation on the plans, nor received explanation on the impact of the plans on their property.	As set out in section 5.4, the Applicant has carried out due diligence to identify those with an interest in land affected by the Proposed Development. The Applicant has engaged with landowners throughout the pre-application period. This has included carrying out all statutory requirements with those with an interest in land (see Chapter 5).	

Feedback from Persons with an Interest in Land under s42(d) and s44

<i>Main theme</i>	<i>Sub-theme</i>	<i>Summary of comments</i>	<i>Project response</i>
		<p>A respondent noted the importance of meeting concerned residents and questioned whether contact had been made with the local resident's association.</p>	<p>The Applicant has engaged directly with those who may be affected by the Proposed Development throughout the pre-application stage.</p> <p>The Applicant has also engaged with Theddlethorpe Parish Council as the relevant parish council for this area.</p>
		<p>Feedback noted it was important the land agents received the new documentation to advise their clients of the changes.</p>	<p>The Applicant has engaged with appointed land agents as relevant.</p>
		<p>A respondent noted they had been contacted by the project team and relayed their concerns. Feedback noted concerns relating to the lack of information shared and responses to questions or concerns from residents.</p>	<p>The Applicant has sought to provide information in a way that is clear and accessible for all, with more technical information for those who wish to engage with it.</p> <p>The Applicant has also sought to provide answers to questions provided by stakeholders, while recognising that it is not always possible to answer these questions fully while the project design continues to develop. It is also important that stakeholders are provided with consistent information, and it was therefore made clear to respondents that the Consultation Report would be used to answer feedback comments.</p>
		<p>A landowner noted they were awaiting responses to previous questions and once a reply was received, they may wish to add further feedback based on that information. The landowner raised concerns around the limited time frames for providing feedback if responses were not provided in a timely manner.</p> <p>The respondent questioned whether they would be notified once the consultation report was available.</p>	<p>The Applicant has sought to provide answers to questions provided by stakeholders, while recognising that it is not always possible to answer these questions fully while the project design continues to develop.</p> <p>All consultation deadlines have exceeded the statutory minimum of 28 days.</p> <p>It is also important that stakeholders are provided with consistent information, and it was therefore made clear to respondents that the Consultation Report would be used to answer feedback comments.</p> <p>The Applicant will explore methods for notifying consultees of the publication of the Consultation Report, alongside the statutory requirements for publicising the application.</p>
	<p>Negative sentiment</p>	<p>Feedback relayed concerns and numerous objections regarding the routing of the pipeline and siting of the facility to the west of the TGT site, claiming it was unnecessary.</p> <p>One respondent noted they would be contacting their land agent, parish council, East Lindsey District Council and Lincolnshire County Council in light of the plans.</p>	<p>A decision has not yet been made on the location of the Theddlethorpe facility. Feedback received during both stages of the statutory consultation will help inform the decision.</p> <p>Noted.</p>

Feedback from Persons with an Interest in Land under s42(d) and s44

<i>Main theme</i>	<i>Sub-theme</i>	<i>Summary of comments</i>	<i>Project response</i>
	Other projects	<p>Feedback highlighted that the TGT site had been proposed for use as the Geological Disposal Facility by Nuclear Waste Services, including the handling of hazardous materials, tunnelling and groundwork.</p> <p>One respondent was of the understanding the projects could co-exist without further encroachment on agricultural land, therefore they did not understand why the second site was necessary.</p>	<p>A decision has not yet been made on the location of the Theddlethorpe facility. Feedback received during both stages of the statutory consultation will help inform the decision.</p>
	Project lifespan	<p>A respondent questioned the project lifespan.</p>	<p>The pipeline will have an operational lifespan of 40 years, subject to maintenance of pipeline integrity.</p>
	Re-instatement of agricultural land	<p>Feedback outlined the expectation that land at the TGT site would be returned to agricultural land, as set out in East Lindsey District Council planning permission.</p> <p>One respondent noted the re-use of the site was acceptable as all access and power is in place, however the use of a greenfield site was not acceptable.</p> <p>Some respondents noted opposition to the damage and removal of agricultural land.</p>	<p>A decision has not yet been made on the location of the Theddlethorpe facility. Feedback received during both stages of the statutory consultation will help inform the decision.</p>
	Safety	<p>Many respondents questioned the nature of gases to be exhausted from the vent stack and under what circumstances. The risk factors from emissions were questioned.</p>	<p>The vent stack is required for venting off small quantities of CO₂ prior to periodic maintenance of the pipeline system, taking place approximately every two years.</p>
<p>Feedback questioned what health and safety risk assessments had been conducted to account for the pipeline installation and pipe works and further feedback questioned the safety procedures for the event of a carbon dioxide leak.</p>		<p>The Applicant is consulting with the Health and Safety Executive as part of its ongoing work, and the pipeline will meet all UK construction and operational safety regulations.</p>	
<p>Concerns were raised relating to the safety of the bend on the A1031, due to it being a blind bend with speed restrictions. The respondent noted they felt the positioning of the Theddlethorpe facility was unsafe.</p>		<p>Access points are the subject of ongoing consultation with local Highways Authorities and their detailed design will comply with all highways related safety requirements</p>	
	Site facilities	<p>Feedback questioned what equipment would be housed on the proposed site, as previous materials suggested it would be minimal.</p>	<p>The Theddlethorpe Facilities would comprise the following key components:</p> <ul style="list-style-type: none"> • LOGGS pipeline tie-in; • Emergency Shutdown Valves; • Pig receiver and launcher; • High-integrity Pressure Protection System; • Venting system including vent pipework, valves, and vent

Feedback from Persons with an Interest in Land under s42(d) and s44

Main theme	Sub-theme	Summary of comments	Project response
			<p>stack; and</p> <ul style="list-style-type: none"> • Local equipment room (LER); and • Supporting Infrastructure. <p>The Theddlethorpe Facility would be secured by a single mesh, type security fence 3.2 m high, with suitable foliage for external screening.</p> <p>The ground surface within the boundary of the Theddlethorpe Facility will be predominantly stone with a minimal number of internal tarmac/concrete access roads.</p>
	Traffic and access	<p>Objections were raised regarding access and the location of the bell mouth. Feedback raised concerns that the proposed access road was unsafe due to the placement on a blind bend with speed restrictions.</p> <p>Respondents noted the site traffic would create visual and noise disturbances.</p> <p>A respondent noted that subsidence was already experienced locally and questioned the impact traffic would have on the western side of the field boundary. Suitable infrastructure to support site traffic was requested.</p> <p>Feedback questioned the proposed access, including the need for two access roads, and because the Terminal already has two metalled access road which could be utilised.</p> <p>Other feedback noted it was unclear how future pedestrian and vehicular access would be routed to the proposed site.</p>	<p>Access points are the subject of ongoing consultation with local Highways Authorities and their detailed design will comply with all highways related safety requirements</p> <p>A full survey of the road condition in this area will be completed prior to commencement of works and the design of any access will be agreed with the Local Highways Authority. The design will include suitable mitigations for the types of vehicle that may use the access and will also include reinstatement measures where these are deemed appropriate or necessary.</p> <p>The configuration of the access roads to the proposed Theddlethorpe facility will be determined once the final option for the location has been decided. The different options for access have been displayed in the materials to demonstrate where the access could be located.</p>

Feedback from Persons with an Interest in Land under s42(d) and s44

Main theme	Sub-theme	Summary of comments	Project response
		<p>A respondent noted that the bridge over The Cut would need to be widened to enable the bell mouth and this would likely cause major problems during construction, as there are no reasonable alternative routes.</p> <p>A respondent noted the positioning of the bell mouth would cut across their land, impacting private lane and access. It would impact the provision of a turning space or alternative exit for three properties and the respondent questioned what would be done to alleviate this impact.</p>	<p>The Applicant does not anticipate any works being required to the bridge over the Cut.</p> <p>The access bellmouths will be refined during detailed design.</p> <p>Existing field drainage systems will be re-instated to ensure that land capability is maintained and drainage related to flooding issues will not be worsened. Harbour Energy will work closely with landowners and a local drainage specialist will be contracted to work with landowners to ensure an effective solution is identified for all parties, both for pre and post construction stage drainage and drainage reinstatement.</p> <p>During construction, the Applicant will seek to maintain access and it is anticipated that relevant landowners would be provided with a Notice of Occupation ahead of any work taking place, which would give not less than 28 days' notice.</p>
		<p>The poor state of the road infrastructure was suggested, with the view it would not be able to cope with site traffic.</p>	<p>The Applicant has, and will continue, to engage with the relevant highways authority regarding local roads.</p> <p>Potential effects relating to construction traffic are reported in ES Chapter 12 Traffic and Transport [EN070008/APP/6.2.12]. Measures to manage traffic disruption during construction are set out in the Outline Construction Traffic Management Plan (OCTMP) [EN070008/APP/6.4.12.5].</p>
		<p>The use of the emergency entrance to the former Theddlethorpe site was objected to, due to the impact on local business.</p>	<p>The configuration of the access roads to the proposed Theddlethorpe facility will be determined once the final option for the location has been decided. The different options for access have been displayed in the materials to demonstrate where the access could be located.</p> <p>The Theddlethorpe facility will be unmanned during the operation of the Viking CCS pipeline, and so operational traffic is expected to be minimal.</p> <p>Traffic impacts and proposed mitigation measures are reported in ES Chapter 12 Traffic and Transport. Noise impacts, and associated mitigation measures, have been assessed and are reported in Chapter 13 Noise and Vibration.</p> <p>An Outline Construction Traffic Management Plan (OCTMP) has been submitted as part of the application for development consent.</p>

Feedback from Persons with an Interest in Land under s42(d) and s44

<i>Main theme</i>	<i>Sub-theme</i>	<i>Summary of comments</i>	<i>Project response</i>
	Vent stack	<p>The purpose of the vent stack was questioned, including whether it would be flared, the length of the stack and the risk of carbon dioxide escaping.</p> <p>Concerns were raised that questions around the risks associated with the use of the vent stack had not been answered.</p>	<p>The vent stack is required for venting off small quantities of CO₂ prior to periodic maintenance of the pipeline system, taking place approximately every two years. CO₂ is not flammable, therefore there will be no flaring.</p>
		<p>Concerns were raised regarding visual impact, with feedback noting landscaping planting would not adequately shield it from properties.</p>	<p>Potential visual impacts and mitigation measures are reported in ES Chapter 7 Landscape and Visual.</p>
General comments – route wide	Block valves	<p>Feedback questioned why the location of the block valve near Ashby-cum-Fenby was the most optimal and noted the distance to which the block valve could be moved had also not been disclosed.</p> <p>It was requested that consideration should be given to reviewing the location of the block valve near Ashby-cum-Fenby, adjacent to the public highway known as Thoroughfare.</p> <p>The respondent noted it has been proposed previously the block valve be located further to the south, however in the event it can be demonstrated no alternative location can be achieved, it should be located to the north side on Thoroughfare.</p>	<p>The Applicant has continued to engage with the landowner regarding the location of the Block Valve Station. The proposed relocation of this Block Valve Station was considered but has not been taken forward, in part due to the presence of an overhead power line in the field to the north of Thoroughfare.</p>
	Impact on infrastructure	<p>Feedback noted the pipeline will impact the cable route for the Hornsea 2 offshore windfarm. It was noted that four sections of the proposed pipeline route within 50m of the Hornsea 2 cables and it also crosses the cables once.</p> <p>Hornsea 2 would expect appropriate agreements and documents to be confirmed to mitigate risks and minimise impact on the existing infrastructure, examples of which are listed below.</p> <ul style="list-style-type: none"> • crossing agreements; • proximity agreements; • protective provisions; and • statements of common ground. 	<p>The Applicant has engaged with asset owner regarding crossing their assets along the pipeline route. Further engagement will be undertaken to establish technical compliance and agreement at all interfaces prior to construction.</p> <p>The Applicant has engaged with asset owner regarding crossing their assets along the pipeline route. Further engagement will be undertaken to establish technical compliance and agreement at all interfaces prior to construction.</p>

Feedback from Persons with an Interest in Land under s42(d) and s44

<i>Main theme</i>	<i>Sub-theme</i>	<i>Summary of comments</i>	<i>Project response</i>
		<p>Feedback noted the announcement of the preferred bidder (Diamond Transmission Partners (DTP)) to acquire, own and operate the offshore transmission assets serving the Hornsea 2 windfarm. It was also noted that Ofgem had also issued a notice for a transmission licence application.</p>	<p>Noted.</p>
	<p>Landowner engagement and consultation</p>	<p>Feedback requested acknowledgement of responses and answers to questions sent during the consultation period and noted that a timely response would be appreciated to provide further feedback.</p>	<p>All responses to the project inbox receive an acknowledgement. This states that it may not be possible to respond to all questions and that the Consultation Report would include a response to the feedback received.</p> <p>The Applicant has sought to provide answers to questions provided by stakeholders, while recognising that it is not always possible to answer these questions fully while the project design continues to develop.</p>

Appendix F7: Design Revisions Consultation consultation responses from the local community under S47

Tables evidencing regard to Design Revisions consultation responses from the local community under s47

Email feedback

This table sets out the responses received from the local community under s47 of the Act.

Feedback from the local community under s47			
Main theme	Sub-theme	Summary of comments	Project response
Area near Louth Water Treatment Works	Environmental impact	Feedback noted concerns around the safety and environmental impact of the proposal, including that the pipeline will run too close to the Louth Water Treatment works. Concern was raised around the risk of water contamination, should any issues with the pipeline arise.	<p>A wide range of factors have been taken into account in determining the preferred pipeline route, with safety being the key consideration. The preferred route complies with the Health and Safety Executive's guidelines for all current developments and known planned developments.</p> <p>The Applicant is following well established, recognised and proven design codes, whilst post construction operations will include the continued monitoring, maintenance and inspection of the pipeline during service.</p>
		<p>Some respondents noted the Theddlethorpe facility should be located at the decommissioned TGT site, as this would be further away from residential properties and remove the need to provide a new access road.</p> <p>Other respondents noted they visited the initial consultation and despite being concerned with the logistics and safety of the pipeline, however they supported the idea as it was a good use of the redundant area.</p>	<p>A decision has not yet been made on the location of the Theddlethorpe facility. Feedback received during both the statutory consultation and the Design Revisions Consultation will help inform the decision.</p>
Area west of former TGT	Alternative option in TGT	Feedback expressed that the redundant site at TGT was the better option due to it being brownfield land, and in terms of carbon footprint it would protect greenspace, reduce the impact on the new King's Nature Reserve and re-use existing infrastructure.	A decision has not yet been made on the location of the Theddlethorpe facility. Feedback received during both the statutory consultation and the Design Revisions Consultation will help inform the decision.
		It was noted the favoured site is TGT owned by National Grid, with feedback noting it was the logical place to build the required infrastructure on an established site, however they believed National Grid were not obliged to accept the scheme. Feedback speculated the second location option had been produced, due to the TGT being used for another project.	A decision has not yet been made on the location of the Theddlethorpe facility. Feedback received during both the statutory consultation and the Design Revisions Consultation will help inform the decision.
		Feedback from constituents noted during the initial consultation it was evident that National Grid and Harbour Energy were not in communication or aware of each other's interests, however they were assured the two schemes could co-exist. The constituents doubted this due to security prohibitions.	A decision has not yet been made on the location of the Theddlethorpe facility. Feedback received during both the statutory consultation and the Design Revisions Consultation will help inform the decision.
	Community impact	Respondents suggested the proposals, as well as other projects in local area, were causing stress in the local community, as well as other projects in the local area. Feedback noted that the impact has increased from the first consultation, including the visibility of the vent stack which is more prominent compared to local landmarks.	The Applicant recognises that individuals who live close to an infrastructure project will have concerns about the impact that it might have on them. In the pre-application phase, the Applicant has undertaken considerable consultation with local communities.

Feedback from the local community under s47

Main theme	Sub-theme	Summary of comments	Project response
			<p>Through this consultation process the Applicant has communicated the potential impacts from the Proposed Development to potentially affected people through consultation materials and supporting technical documents. The Applicant has also taken account of their comments and feedback in designing the project.</p> <p>A decision has not yet been made on the location of the Theddlethorpe facility. Feedback received during both the statutory consultation and the Design Revisions Consultation will help inform the decision.</p>
		A councillor explained that their residents had received a letter that they may be compulsory purchased and outlined the potential impacts of this.	There are no residential properties included within the Draft Order Limits - the total area of land that may be needed to construct the project. Therefore, there is no intention to take compulsory powers over any residential properties.
		<p>The dependency of the local area near Mablethorpe on tourism was noted, and concerns were raised for the impact of the project on local businesses and livelihoods. It was suggested the project would provide no real benefits in terms of local employment provision.</p> <p>Feedback stressed Theddlethorpe did not need further encroachment on its integrity as an agricultural and holiday area.</p>	<p>The Applicant has assessed the potential impacts on tourism from the project in Environmental Statement Chapter 16 Socio-economics [EN070008/APP/6.2.16].</p> <p>Additionally, decarbonising industries in the Humber area is needed not only to meet the UK Government's net zero goals, but also to preserve industry and the associated skilled jobs in the Humber and Lincolnshire region.</p>
		It was urged that an investigation should be undertaken due to the revisions having a significant impact on Theddlethorpe residents.	Any potentially significant impacts are reported in the Environmental Statement [EN070008/APP/6.1 to EN070008/APP/6.4.20.1] submitted with the application. Any significant effects are also reported in the Non-Technical Summary of the Environmental Statement [EN070008/APP/6.1].
		Feedback requested a meeting with concerned residents, as well as a suggestion to engage with the local resident's association.	The Applicant engaged directly with residents affected by the revisions presented in the additional consultation, as well as the parish council. Feedback received during both the statutory consultation and the Design Revisions Consultation will help inform the decision.
	Construction impact	Feedback noted construction traffic is already an issue in the area, and additional traffic from the scheme would increase the impact.	Potential effects relating to construction traffic are reported in ES Chapter 12 Traffic and Transport [EN070008/APP/6.2.12]. Measures to manage traffic disruption during construction are set

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Main theme	Sub-theme	Summary of comments	Project response
		Other construction impacts listed as a concern were significant noise pollution and potential road dangers due to contractors trying to meet tight schedules.	out in the Construction Traffic Management Plan (CTMP) [EN070008/APP/6.4.12.5].
	Consultation information	<p>Feedback raised concern that Harbour Energy's priorities had changed and questioned the purpose of the consultation.</p> <p>Feedback also noted that the consultation with residents of Theddlethorpe had not been undertaken appropriately and therefore claimed it null and void.</p>	<p>The Applicant has carried out an iterative approach to consultation, with the proposals developing as a result of consultation and further technical work.</p> <p>Chapter 3,4 and 5 of this Consultation Report explain how the Applicant has consulted those living close the Proposed Development, including a consultation zone of 1.5km at the first two consultations, and a 3km zone at the statutory consultation. The Applicant has also consulted Theddlethorpe All Saints and St Helens Parish Council and the elected representatives for the area.</p>
		Some respondents noted they had not received consultation and owned a property in the area, nor did their land agents know about a second proposed site.	<p>The Applicant took a proportionate approach to the Design Revisions Consultation. For the Theddlethorpe facility option, postcards were sent to around 300 properties near to the proposed location (see paragraph 7.4.5 of the main report). The Applicant also engaged with the relevant landowner, statutory bodies and elected representatives.</p> <p>The level of response to this consultation suggests there was broad awareness among local residents.</p>
		Comments thought the mapping provided was not detailed enough to form a judgment of the proposals, with some suggesting this was intentional.	The detail available in the map included in the Design Revisions brochure was limited by the format of the document. However, the Applicant made an interactive map (which included a postcode search function) available on the project website and the availability of large scale, hard copy maps was publicised in the brochure.
		Feedback from the constituents relayed they felt 'hoodwinked' due to the revisions to the scheme.	<p>The Proposed Development has changed as feedback has been received and further technical work has been carried out.</p> <p>During the statutory consultation limited feedback was received on the Theddlethorpe facility, including its location at either location option. As the Applicant made some changes to the Draft Order Limits near to the Theddlethorpe facility to accommodate the route of the pipeline and to facilitate access roads and an electrical connection, it took the opportunity to further highlight the option and invite feedback.</p>
	Environmental impact	Concerns were raised that the Theddlethorpe site would impose an environmental and visual impact on Theddlethorpe. This included concerns	Potential effects on local wildlife, and proposed mitigation measures, are reported in ES Chapter 6 Ecology and Biodiversity [EN070008/APP/6.2.6].

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Main theme	Sub-theme	Summary of comments	Project response
		<p>about the disruptive nature of works, including the impact on local wildlife (roe deer, hares and seabirds) and rural environment.</p> <p>Feedback stressed Theddlethorpe did not need further encroachment on its integrity as an agricultural and holiday area. Feedback urged the need to avoid damage to local views, wildlife and tranquillity when a suitable site already exists.</p>	<p>A decision has not yet been made on the location of the Theddlethorpe facility. Feedback received during both the statutory consultation and the Design Revisions Consultation will help inform the decision.</p>
		<p>Concerns that the vent stack would be in full view of the village.</p>	<p>Visual impacts are reported in Chapter 7 Landscape and Visual of the Environmental Statement [EN070008/APP/6.2.7].</p>
		<p>Views that the site would take up green space and outside of the TGT boundary, which was not expected.</p>	<p>A decision has not yet been made on the location of the Theddlethorpe facility. Feedback received during both the statutory consultation and the Design Revisions Consultation will help inform the decision.</p>
		<p>Feedback noted the project would not cease industry emitting pollution and was simply treating the ‘symptoms’ rather than the root cause of the wider problem.</p>	<p>Carbon capture and storage is one of many proposed approaches to tackling CO₂ emissions and climate change and is considered a transitional technology.</p> <p>The Viking CCS project and partners in the Immingham Industrial Cluster plan to capture, transport and store 10 million tonnes of CO₂ a year. This will contribute towards tackling climate change and safeguard industry by reducing the amount of CO₂ released into the atmosphere from industry and enabling a longer-term sustainable energy transition.</p>
		<p>Feedback noted the Lincolnshire Coast was to be recognised as the King’s Series of National Nature Reserves by Natural England and there were concerns raised around how the pipeline would impact this or be compatible.</p>	<p>Consultation is ongoing with Natural England around the designation of the new National Nature Reserve.</p>
		<p>Concerns were raised about the safety or health implications of the emissions from the vent stack, what the emissions would consist of (including whether they include hydrocarbons) and what impact this would have on climate change.</p>	<p>The potential environment effects of both option 1 and option 2 were reported in the Preliminary Environmental Information Report that accompanied the Statutory Consultation.</p> <p>The vent is required for venting off small quantities of CO₂ prior to periodic maintenance of the pipeline system. CO₂ is not a hydrocarbon and there will be no hydrocarbons in the pipeline. There will be no methane or other hydrocarbons and as such there will be no flaring.</p> <p>Consideration of operational air quality impacts and mitigation including legal compliance is set out in Environmental Statement Chapter 14 Air Quality [EN070008/APP/6.2.14]. As set out in the Applicant’s Scoping Opinion, it was agreed that an assessment of air quality effects during operation and decommissioning can be scoped out. This approach has been reviewed as more information has become available, and remains valid.</p>

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Main theme	Sub-theme	Summary of comments	Project response
			The Applicant is consulting with the Health and Safety Executive as part of our ongoing work, and the pipeline will meet all UK safety and operational regulations.
		<p>The designation of the Saltfleetby-Theddlethorpe Dunes as a Site of Special Scientific Interest (SSSI) and National Nature Reserve (NNR) was flagged by feedback, including that it has also been identified as an important site for coastal development research.</p> <p>Feedback outlined the diverse natural environments which are present, such as saltmarsh, dunes as well as rich biodiversity (including invertebrates, breeding birds and natterjack toads) and the respondent expressed shock the project had developed to consultation stage considering this.</p>	Potential effects on habitats and species, and proposed mitigation measures, are reported in ES Chapter 6 Ecology and Biodiversity. There is no work proposed that would impact upon saltmarsh or dune habitat, as the pipeline crossing the dunes and intertidal area already exists.
		The redundant site at TGT was noted to be the better option due to it being brownfield land. In terms of carbon footprint, it would protect greenspace and re-use existing infrastructure.	A decision has not yet been made on the location of the Theddlethorpe facility. Feedback received during both the statutory consultation and the Design Revisions Consultation will help inform the decision.
		The height of the associated vent stack was noted as a concern, due to it being higher than other local landmarks, therefore it would be a prominent feature which could impact those visiting the AONB or an increase in visitors due to the King's Nature Reserve designation.	Landscape and Visual effects are reported in Chapter 7 Landscape and Visual of the Environmental Statement [EN070008/APP/6.2.7]. Potential effects on tourism are reported in Chapter 16 Socio-economic [EN070008/APP/6.2.16].
		The vent stack was noted to be contradictory to Harbour's objectives to combat environmental issues and achieve 10% biodiversity net gain.	Any impacts of the vent stack on biodiversity are reported in Chapter 6 Ecology and Biodiversity of the Environmental Statement [EN070008/APP/6.2.6].
		Regarding landscaping, feedback noted unless mature trees were planted, screening would take multiple years to take effect.	Landscape planting proposals are considered in Chapter 7 Landscape and Visual the Environmental Statement [EN070008/APP/6.2.7].
		A respondent referred to the 'smoke screen of blue hydrogen' and noted the pipeline would be transporting rubbish under the North Sea.	The Proposed Development is not associated with hydrogen and the pipeline will only be used to transport CO2.
	General route comment	Feedback questioned why the pipeline route was overground, and not under the seabed like other successful pipeline projects.	In the routing phase, several restrictions were identified which prevent the pipeline from being routed offshore. This included the presence of the major shipping and anchoring channel to the north, an active Ministry of Defence site and protected environmental areas.
		<p>Feedback questioned the rationale behind moving the Theddlethorpe site, particularly closer to residential properties.</p> <p>Respondents noted the pipeline route had moved closer to Theddlethorpe village and will now run alongside three residential properties instead of one.</p>	<p>A decision has not yet been made on the location of the Theddlethorpe facility. Feedback received during both the statutory consultation and the Design Revisions Consultation will help inform the decision.</p> <p>There have been no changes to the pipeline route in this area, following statutory consultation.</p>

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Main theme	Sub-theme	Summary of comments	Project response
		Feedback questioned whether any assessment work had been undertaken to determine the suitability of the pipeline previously used at the former Conoco site.	During the routeing assessment stage, Harbour Energy investigated the use of existing pipeline infrastructure within the area; however, they were deemed as not being suitable to transport CO2, nor of sufficient capacity. This review included the condensate line from Theddlethorpe Gas Terminal to the Humber Refinery.
	Impact on property	Feedback outlined concern relating to impact of the vent stack and Theddlethorpe site on house prices.	<p>The Applicant has designed the Viking CCS pipeline to avoid and minimise any potential impacts on residential properties. This has meant there are no residential properties included within the Draft Order Limits - the total area of land that may be needed to construct the project. As a result of this, and the fact the pipeline will be buried, the Applicant does not expect that the project will have any impact on residential property values.</p> <p>If the Applicant needs to take land, or rights over land, as a result of the project there is a process for claiming compensation in accordance with the statutory Compensation Code.</p>
	Landowner engagement and consultation	Feedback from a councillor's constituents confirmed that a meeting with the project's land agents had relieved some of their concerns.	Noted, and the Applicant will continue to engage with relevant landowners as required.
	Negative sentiment	<p>Many respondents noted that the second site was not a suitable option, with requests for Harbour Energy to not bring the pipeline closer to Theddlethorpe, including nearby residential homes. Concerns were also raised that it would be sited on farmed land.</p> <p>A respondent noted the residents they had communicated with were against both the Viking CCS pipeline, and the Geological Disposal facility and are fighting several projects which do not bring positive intentions to the local community.</p> <p>Several respondents stated their objection to the proposals and complained about the revision to locate the above ground facility next to houses.</p> <p>Views that the alternative site to the west of TGT would take up green space outside of the TGT boundary were also raised, noting this was not what residents expected.</p> <p>Other feedback relayed concerns about the proposal to site a carbon capture facility at the old terminal site.</p>	<p>A decision has not yet been made on the location of the Theddlethorpe facility. Feedback received during both the statutory consultation and the Design Revisions Consultation will help inform the decision.</p> <p>The pipeline, as it relates to Option 2, is no closer to Theddlethorpe than the Option 1 pipeline.</p> <p>Noted, and no further action required.</p> <p>A decision has not yet been made on the location of the Theddlethorpe facility. Feedback received during both the statutory consultation and the Design Revisions Consultation will help inform the decision.</p> <p>The Proposed Development does not include a carbon capture facility</p>

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Main theme	Sub-theme	Summary of comments	Project response
		A respondent noted until a clear and detailed map could be provided, they would be lodging their objection to the route amendment.	The detail available in the map included in the Design Revisions brochure was limited by the format of the document. However, the Applicant made an interactive map available on the project website and the availability of large scale, hard copy maps was publicised in the brochure.
		Concerns were raised relating to the initial consultation events, suggesting an inability to answer questions presented.	The Applicant's consultation events were staffed by members of the project team from a range of disciplines. Answers to questions endeavoured to be as clear as possible.
		Feedback highlighted the view that the proposed site was inappropriate when there is a redundant site established with security fencing, landscaping and screening.	A decision has not yet been made on the location of the Theddlethorpe facility. Feedback received during both the statutory consultation and the Design Revisions Consultation will help inform the decision.
	Other projects	Previous incidents from other projects relating to carbon dioxide were noted as concerns, citing international examples in America and Indonesia.	<p>Incidents relating to pipelines in the UK are rare, and with reference to previous examples of incidents, the most likely cause is due to an external event rather than an operational issue (for example in Mississippi in February 2020, the incident was caused by large-scale ground movement resulting from abnormally high rainfall on a steep hillside slope). A wide range of factors have been taken into account in determining the preferred pipeline route, with safety being the key consideration.</p> <p>The Viking CCS pipeline will be constructed so it does not cross any areas that would experience a potential landslide, as identified from the British Geological Survey and the preferred route ensures that all current developments and known planned developments comply with the Health and Safety Executive's guidelines. There will be 24-hour monitoring of the Viking CCS pipeline operations and facilities will be provided to enable routine internal inspection of the pipeline.</p>
		Feedback noted the proposal by Nuclear Waste Services to develop the TGT site.	Noted, no further action required.
	Pipeline design	A response noted at a previous consultation event at Theddlethorpe, a representative confirmed the pipeline would be constructed underground, however they understood this was no longer the case.	The pipeline will be entirely underground. The only above ground elements are those associated with the Immingham and Theddlethorpe facilities and the Block Valve Stations.
	Planning	The respondent noted the importance of understanding the Air Quality Standards Regulations 2020.	Consideration of air quality impacts and mitigation, including legal compliance, are set out in Chapter 14 Air Quality of the Environmental Statement [EN070008/APP/6.2.14].
	Positive sentiment	One respondent noted the suggestion for a facility on farmland, adjacent to the existing TGT site, was to be highly commended.	Noted, a decision has not yet been made on the location of the Theddlethorpe facility.

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Main theme	Sub-theme	Summary of comments	Project response
	Project lifespan	A respondent queried the lifespan of the facility.	The pipeline will have an operational lifespan of up to 40 years, subject to maintenance and pipeline integrity. The above ground facilities will be required while the pipeline is operational.
	Re-instatement of agricultural land	<p>Multiple respondents highlighted concerns around the proposed use of land, noting planning permission stated the land would be returned to agriculture land following decommissioning of the site. One respondent noted they were against any development to the site.</p> <p>Feedback noted the land should be returned to agricultural land or at least be re-used to benefit the local community or provide an extension to the nature reserve.</p>	<p>The demolition of the TGT site was undertaken by the Applicant in accordance with the detailed method statements submitted to and approved by Lincolnshire County Council, as planning authority, as part of the prior approval notice issued on 10 January 2020.</p> <p>The Applicant is engaging with the council and with the landowner on the future use and requirements for the TGT site. Historic planning permissions over the site include conditions that, in the event that no alternative development is permitted for the site, the land would be reinstated to agricultural use within a period as may be agreed with the planning authority.</p>
		<p>Feedback noted disagreement with the area to the west of TGT being used, due to it being agricultural land and its use would only create more problems.</p> <p>It was suggested if more agricultural land was used for development, this would have impacts on food production.</p>	<p>A decision has not yet been made on the location of the Theddlethorpe facility. Feedback received during both the statutory consultation and the Design Revisions Consultation will help inform the decision.</p>
	Safety	<p>A respondent noted the opinion that the carbon capture process is dangerous and economically unviable.</p> <p>Multiple safety concerns were raised, including the safety of the shut-off valves and what would happen in the event of a pipeline rupture, due to the gas being in dense phase.</p>	<p>The Applicant is consulting with the Health and Safety Executive as part of our ongoing work, and the pipeline will meet all UK safety and operational regulations.</p> <p>The Applicant is adopting a conservative design principle and the 24" outer diameter pipeline will have a thick wall specification throughout its entire length, designed in accordance with recognised good practice PD8010 Pipeline systems – Part 1: Steel pipelines on land – Code of practice.</p> <p>The Applicant, as well as following well established, recognised and proven design codes, will include the continued monitoring, maintenance and inspection of the pipeline during service.</p>

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Main theme	Sub-theme	Summary of comments	Project response
		<p>Feedback questioned what health and safety risk assessments had been conducted to account for the pipeline installation and pipe works.</p>	<p>This is being addressed as part of ongoing development work. The design of the pipeline, including details of the guidelines and regulations, is set out in Environmental Statement Chapter 3 Description of the Proposed Development [EN070008/APP/6.2.3]. Further information relating to the safety of the pipeline is reported in Chapter 19 Major Accidents and Disasters. The safety of local communities has been at the forefront of the design and will continue to be at the forefront of operation of the Viking CCS pipeline.</p> <p>The Applicant has consulted with the Health and Safety Executive as part of the development of the Proposed Development and will continue to do so, and the pipeline will meet all UK safety and operational regulations.</p> <p>The pipeline will be designed in accordance with recognised good practice PD8010 Pipeline systems – Part 1: Steel pipelines on land – Code of practice.</p>
		<p>Concern was raised that the dangers of the project hadn't been discussed with the local community, and the proposals were made with little consideration of residents.</p>	<p>In the pre-application phase, the Applicant has undertaken considerable consultation with local communities. This included a statutory stage undertaken in accordance with its Statement of Community Consultation that was agreed with relevant local authorities (see Chapter 3 of the Consultation Report). Through this consultation process the Applicant has communicated the potential impacts from the Proposed Development to potentially affected people through consultation materials and supporting technical documents. The Applicant has also taken account of their comments and feedback in designing the project.</p>
		<p>A respondent raised concerns regarding safety due diligence, especially when questioning the carbon dioxide scrubbing processes and the potential for local populations to be exposed to toxic by-products.</p> <p>The respondent expressed concern that Harbour Energy were shifting ownership onto the contractor, which shows a poor demonstration of commitment to safety.</p>	<p>The projects that will capture and treat CO2 prior to entry into the Viking CCS pipeline are not within the scope of this DCO.</p> <p>The composition of CO2 entering the Viking CCS pipeline will be continually monitored to ensure it meets the agreed specification.</p>

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Main theme	Sub-theme	Summary of comments	Project response
	Site facilities	Feedback questioned what equipment would be housed on the proposed site, as previous materials suggested it would be minimal.	<p>The Theddlethorpe Facilities would comprise the following key components:</p> <ul style="list-style-type: none"> • LOGGS pipeline tie-in; • Emergency Shutdown Valves; • Pig receiver and launcher; • High-integrity Pressure Protection System; • Venting system including vent pipework, valves, and vent stack; • Local equipment room (LER); and • Supporting Infrastructure. <p>The Theddlethorpe Facility would be secured by a single mesh, prison type security fence 3.2 m high.</p> <p>The ground surface within the boundary of the Theddlethorpe Facility will be predominantly stone with a minimal number of internal tarmac/concrete access roads.</p>
		It was requested that lights were not left on for all hours of the day.	<p>The lighting requirements at the Theddlethorpe facility are to be confirmed, however, the site will be unmanned, with minimal lighting requirements that will be utilised only when personnel attend site.</p> <p>Maintenance visits would normally be undertaken during daylight hours. Should there be exceptional or emergency circumstances, the facility would have additional lighting available or temporary lighting would be brought on to the facility to facilitate seasonal and/or overnight maintenance works as required.</p>
		It was also questioned how much land would be required and whether Harbour Energy owned the land of the proposed site.	<p>The exact land required will be established through detailed design.</p> <p>The Applicant does not own the land for either of the two options for the Theddlethorpe facility and has been engaging with the relevant landowners as required.</p>
	Traffic and access	<p>Feedback queried the rationale for two access roads.</p> <p>Respondents noted the local road infrastructure was poor and would not be able to handle the demand.</p> <p>Comments also included the view that further construction traffic would only exacerbate the condition of local roads.</p>	<p>The configuration of the access roads to the proposed Theddlethorpe facility will be determined once the final option for the location has been decided. The different options for access have been displayed in the materials to demonstrate where the access could be located.</p> <p>The Applicant has, and will continue, to engage with the relevant highways authority regarding local roads.</p> <p>Potential effects relating to construction traffic are reported in Chapter 12 Traffic and Transport of the Environmental Statement [EN070008/APP/6.2.12]. Measures to manage traffic disruption</p>

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Main theme	Sub-theme	Summary of comments	Project response
			during construction are set out in the Outline Construction Traffic Management Plan (OCTMP) [EN070008/APP/6.4.12.5].
		To construct the new site, two access roads are required, one at the end of a private drive which will pass in front of homes and run close to the Cut. Feedback highlighted that the other access point has an unsafe double bend.	The access point at the end of the private drive has now been removed from the Proposed Development. Discussions are ongoing with the local Highways Authority to agree the temporary and permanent access arrangements to the option 2 site.
	Vent stack	Feedback questioned whether low flying aircrafts had been considered and how aircrafts would be warned of the vent stack's presence.	For obstacles that are not in the vicinity of a licensed aerodrome, Article 222 of the Air Navigation Order (ANO) 2016 (as amended) requires that lighting only becomes legally mandated for structures of a height of 150 metres (m) / 492.1 feet (ft) Above Ground Level or more. As the vent is 25 m above ground level, no warning lights are required.
		Feedback contained questions around the vent stack circumference.	The vent would have a diameter of 24 inches.
		The visual impact of the vent stack was outlined as a concern by respondents due to it overlooking houses and being out of character with the surrounding area.	Visual impacts and impacts on landscape character are reported in Chapter 7 Landscape and Visual of the Environmental Statement [EN070008/APP/6.2.7].
General comments – route wide	Block valves	Concerns were raised around the number of block valves, in the event of a pipeline failure.	Engineering design work was undertaken to refine the specific locations for the Block Valve Stations along the preferred pipeline route as described in the Chapter 2 Design Evolution and Alternatives [EN070008/APP/6.2.2]. This work identified block valve locations at approximately 13 km, 24 km and 39 km along the pipeline route as shown on Figure 3-9 of the Environmental Statement.
	Carbon capture process	A respondent noted the view that carbon dioxide was 'greening' the earth due to its fertilisation effect, therefore did not understand the fight to suppress carbon dioxide in the atmosphere.	Decarbonising industries in the Humber area is needed not only to meet the UK Government's net zero goals, but also to preserve industry and the associated skilled jobs in the Humber and Lincolnshire region. The Humber region is the single largest emitter of CO2 in the whole UK, emitting more than 12 million tonnes of CO2 per year (WEF, 2022). Several of the largest emitters within the region are located within the Immingham area and there are high-quality storage sites located offshore in the North Sea, therefore the region is well placed to become a hub for carbon capture and storage technology.
		Feedback outlined detail regarding the target reservoirs, noting they are carboniferous gas fields and questioned the original casing condition. The risk of the casing being corroded was noted, and feedback questioned the suitability of the casing for carbon dioxide sequestration, including in the instance of potential water contamination.	In the UK, all prospective CO2 storage sites are located offshore, with a large storage potential under the North Sea. The offshore elements of the project are being developed separately and are not subject to this DCO.

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Main theme	Sub-theme	Summary of comments	Project response
		Feedback questioned how the oil wells were abandoned and whether interventions will be required before they are used.	
	Community impact	Concerns were raised around the health and wellbeing of the communities living around the pipeline.	Any potential effects on health and wellbeing of communities are considered in Chapter 17 Health and Wellbeing of the Environmental Statement [EN070008/APP/6.2.17].
		The national significance of the scheme was stressed and feedback noted the requirement for community funds to be established to compensate impacted communities.	As the Viking CCS pipeline is currently in its pre-financial investment decision phase, we cannot yet commit to specific community funds.
	Environmental impacts	A respondent noted their opposition to the scheme due to its impact on the environment which was promised to be returned to agricultural land, as well as the health and wellbeing of local communities around the pipeline.	Any potential effects on health and wellbeing of communities are considered in Chapter 17 Health and Wellbeing of the Environmental Statement [EN070008/APP/6.2.17].
		Feedback questioned whether the vent stack pipe will pose a threat to local wildlife, populations and noted its proximity to watercourses.	Potential effects on wildlife are reported in Chapter 6 Ecology and Biodiversity of the Environmental Statement [EN070008/APP/6.2.6]. Potential effects on watercourses are reported in Chapter 11 Water Environment of the Environmental Statement [EN070008/APP/6.2.11].
		It was questioned what public meetings have been held on the additional consultation and how it has been advertised, as there had been limited sight of this.	The Applicant took a proportionate approach to its Design Revisions Consultation, reflecting the likely impact of any changes. No events were held but the Applicant sent a copy of the design revisions booklet directly to local residents that it considered potentially affected by any design revisions. At Theddlethorpe, this included around 300 properties (see 7.4.5 of the main report).
	Landowner engagement and consultation	Frustration expressed from constituents about the lack of response from the project on their concerns. Feedback noted Harbour Energy had not been transparent when dealing with local people which caused distrust.	The Applicant has sought to provide answers to questions provided by stakeholders, while recognising that it is not always possible to answer these questions fully while the project design continues to develop. All responses to the project inbox receive an acknowledgement. This states that it may not be possible to respond to all questions and that the Consultation Report would include a response to the feedback received.
	Negative sentiment	Feedback noted the opinion that net zero is a trojan horse which will damage western society and asked for Harbour Energy's stance on the topic.	Decarbonising industries in the Humber area is needed not only to meet the UK Government's net zero goals, but also to preserve industry and the associated skilled jobs in the Humber and Lincolnshire region. The Humber region is the single largest emitter of CO2 in the whole UK, emitting more than 12 million tonnes of CO2 per year (WEF, 2022). Several of the largest emitters within the region are located within the Immingham area

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Main theme	Sub-theme	Summary of comments	Project response
			and there are high-quality storage sites located offshore in the North Sea, therefore the region is well placed to become a hub for carbon capture and storage technology.
		Respondents expressed their opposition to the plans. One respondent referred to the project as a fraud and encourages the industry to continue as normal.	Carbon capture, transportation and storage is seen as a transitional technology that will help protect skilled jobs within the region. It is one component of a set of solutions needed to meet the UK government's net zero targets, with renewable energy, electric vehicles and hydrogen also playing key roles. Harbour Energy's Viking CCS project aims to transport 10 million tonnes of CO2 per year by 2030.
		Feedback noted the community had dealt with a lot already, potentially hosting the Geological Disposal Facility and felt community concerns were not being heard, with residents losing faith.	The Applicant will engage with other projects identified to understand potential cumulative impacts and manage these as appropriate.
	Other projects	A respondent requested Harbour commented on the pipeline failure in Satartia, Mississippi in 2020, and outlined the lessons learned and resulting protocols implemented to prevent a similar incident.	<p>Incidents relating to pipelines in the UK are rare, and with reference to previous examples of incidents, the most likely cause is due to an external event rather than an operational issue (for example in Mississippi in February 2020, the incident was caused by large-scale ground movement resulting from abnormally high rainfall on a steep hillside slope).</p> <p>A wide range of factors have been taken into account in determining the preferred pipeline route, with safety being the key consideration. The Viking CCS pipeline will be constructed so it does not cross any areas that would experience a potential landslide, as identified from the British Geological Survey and the preferred route ensures that all current developments and known planned developments comply with the Health and Safety Executive's guidelines. There will be 24-hour monitoring of the Viking CCS pipeline operations and facilities will be provided to enable routine internal inspection of the pipeline.</p>
	Pipeline installation technique	Feedback queried the depth of the pipeline on agricultural farmland and whether it would be buried deeper than the land drainage.	<p>1.2 metres is the current best practice depth for a buried pipeline. In some cases, the pipeline will be deeper than this, for example at road or railway crossings.</p> <p>Existing field drainage systems will be re-instated to ensure that land capability is maintained and drainage related to flooding issues will not be worsened. Harbour Energy will work closely with landowners and a local drainage specialist will be contracted to work with landowners to ensure an effective solution is identified for all parties, both for pre and post construction stage drainage and drainage reinstatement.</p>
	Re-instatement of agricultural land	Feedback noted opposition to the plans, as it would have an impact on the environment which was promised to be returned to agricultural use.	The demolition of the TGT site was undertaken by the Applicant in accordance with the detailed method statements submitted to and approved by Lincolnshire County Council, as planning authority, as part of the prior approval notice issued on 10

Feedback from the local community under s47

Main theme	Sub-theme	Summary of comments	Project response
			<p>January 2020.</p> <p>The Applicant is engaging with the council and with the landowner on the future use and requirements for the TGT site. Historic planning permissions over the site include conditions that, in the event that no alternative development is permitted for the site, the land would be reinstated to agricultural use within a period as may be agreed with the planning authority.</p>
	Safety	<p>Feedback highlighted that significant stress due to safety concerns, impacted income and the risk of not being able to sell property because of the pipeline.</p>	<p>The Applicant recognises that individuals who live close to an infrastructure project will have concerns about the impact that it might have on them. In the pre-application phase, the Applicant has undertaken considerable consultation with local communities. This included a statutory stage undertaken in accordance with its Statement of Community Consultation that was agreed with relevant local authorities (see Chapter 3 of the main report).</p> <p>Through this consultation process the Applicant has communicated the potential impacts from the Proposed Development to potentially affected people through consultation materials and supporting technical documents. The Applicant has also taken account of their comments and feedback in designing the project.</p> <p>The Applicant has designed the Viking CCS pipeline to avoid and minimise any potential impacts on residential properties. This has meant there are no residential properties included within the Draft Order Limits - the total area of land that may be needed to construct the project. As a result of this, and the fact the pipeline will be buried, the Applicant does not expect that the project will have any impact on residential property values.</p> <p>If the Applicant needs to take land, or rights over land, as a result of the project there is a process for claiming compensation in accordance with the statutory Compensation Code.</p>
		<p>Feedback noted the spacing of the block valves and raised concerns about the limited number of block valves along the 55km length, should a breach need to be contained.</p>	<p>Engineering design work was undertaken to refine the specific locations for the Block Valve Stations along the preferred pipeline route as described in the ES chapter 2: Design Evolution and Alternatives. This work identified block valve locations at approximately 13 km, 24 km and 39 km along the pipeline route as shown on Figure 3-9 of the Environmental Statement.</p>

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		<p>The presence of water contamination in the pipeline was noted as a considerable hazard, including the risk of pipeline corrosion.</p> <p>Feedback outlined the process of dewatering the dense phase carbon dioxide and raised concerns that financial considerations were outweighing due diligence for safety concerns.</p>	<p>The Applicant is adopting a conservative design principle and the 24" outer diameter pipeline will have a thick wall specification throughout its entire length, designed in accordance with recognised good practice PD8010 Pipeline systems – Part 1: Steel pipelines on land – Code of practice.</p> <p>There will be 24-hour monitoring of the Viking CCS pipeline operations and facilities will be provided to enable routine internal inspection of the pipeline.</p>
		<p>Respondents questioned whether a robust safety case and risk assessment had been conducted. Additionally, it was questioned whether a health risk assessment had been produced, including to assess the impacts of stress, noise and health.</p>	<p>The Applicant has undertaken a detailed Environmental Impact Assessment to identify the likely effects that the project will have on affected parties. In designing the project, the Applicant has sought to avoid and mitigate impacts wherever possible. The Environmental Statement includes an assessment of the likely significant health impacts [EN070008/APP/6.2.17] that could arise from the project and how any potential impacts would be mitigated.</p> <p>This is being addressed as part of ongoing development work. The design of the pipeline, including details of the guidelines and regulations, is set out in Chapter 3 Description of the Proposed Development of the Environmental Statement [EN070008/APP/6.2.3]. Further information relating to the safety of the pipeline is reported in Chapter 19 Major Accidents and Disasters. The safety of local communities has been at the forefront of the design and will continue to be at the forefront of operation of the Viking CCS pipeline.</p> <p>The Applicant has consulted with the Health and Safety Executive as part of the development of the Proposed Development and will continue to do so, and the pipeline will meet all UK safety and operational regulations.</p> <p>The pipeline will be designed in accordance with recognised good practice PD8010 Pipeline systems – Part 1: Steel pipelines on land – Code of practice.</p>

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<i>Main theme</i>	<i>Sub-theme</i>	<i>Summary of comments</i>	<i>Project response</i>
	Vent stack	Some responses suggested that the vent stack had not been mentioned at previous consultations, or at the events in Theddlethorpe.	The need for the vent stack was identified as a result ongoing design work. It was shown on the visualisations presented on the Statutory consultation boards and brochure, and the first bullet point of the description stated of the Theddlethorpe Facility that: <i>This will also include above ground pipework and a vent stack approximately 25 metres high.</i>

The Chief Executive
Lincolnshire County Council
County Offices
Newland
LN1 1YL

Date: 10/10/2023

To Whom It May Concern,

**CHRYSAOR PRODUCTION (U.K.) LIMITED, A HARBOUR ENERGY COMPANY
VIKING CCS PIPELINE
TARGETED STATUTORY CONSULTATION
PLANNING ACT 2008 SECTION 42(1)(d) and 44: DUTY TO CONSULT ON A PROPOSED
APPLICATION**

We are writing to you regarding the Viking CCS pipeline, a new 55.5km onshore pipeline, which will transport captured carbon dioxide from Immingham to the former Theddlethorpe Gas Terminal.

We have previously consulted you on our proposals for the project, including as a relevant Local Planning Authority under section 43 of the Planning Act 2008 at our statutory consultation on the proposed development and Preliminary Environmental Information Report which ran between 22 November 2022 and 24 January 2023.

We are now carrying out an additional consultation under section 42(1)(d) and section 44 of the Planning Act 2008 ("the Act"). This is to consult with you as we have identified two small areas of land that are Registered Commons and owned by the County Council as Commons authority. This relates to land which the Applicant is proposing to seek powers of compulsory acquisition, temporary possession and/or that may otherwise be affected by the project. This letter is a notice of a targeted consultation for you to provide your comments on the proposals. Please respond no later than 11.55pm on 9 November 2023.

For your information, from the relevant information that we have reviewed there are no Registered Commoners requiring notification.

Project background

Chrysaor Production (U.K.) Limited (a Harbour Energy group company) proposes to construct and operate a new 55.5km buried onshore pipeline that will transport captured CO₂(carbon dioxide) from Immingham to the former Theddlethorpe Gas Terminal (the Project). From there the CO₂will enter a former gas import pipeline, before being injected into depleted gas reservoirs, 9,000 feet deep and 140km off the coast under the North Sea (the Project). This process is called 'carbon capture and storage'. It is one of the ten actions proposed by the government to help the UK achieve its target of net zero carbon emissions by 2050.

As the Viking CCS pipeline is classed as a Nationally Significant Infrastructure Project under the Planning Act 2008 , we will require an application for a Development Consent Order (DCO) to permit our proposals. The application will be made to the Planning Inspectorate, who will provide a recommendation to the Secretary of State for Energy Security and Net Zero. The Secretary of State will then decide whether to grant or refuse development consent. We are aiming to submit our application later in 2023.

Consulting persons with an interest in land

As detailed in our letter sent to you prior to the statutory consultation, during the DCO pre-application process, we must consult with a variety of persons and organisations about our application in accordance with the requirements of the Act, including those with an interest in land. We are now consulting you specifically in relation to your interest as Commons Authority for the two small areas of land that are Registered Commons as shown in the enclosed plans.

Enclosed with this letter is a copy of the consultation brochure from our previous consultation. Note that previous consultation documents will include dates to previous deadlines, please ignore these and respond no later than 11.55pm on 9 November 2023. You can also view the consultation documents online at:

Environmental Impact Assessment

The Viking CCS pipeline requires an Environmental Impact Assessment, as defined by the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (the EIA Regulations 2017). A Preliminary Environmental Information Report (PEIR) can be viewed on the Project website at consultation.vikingccs.co.uk/consultation-documents

The PEIR reports the outcomes of the preliminary assessment of the likely significant environmental effects of the development in accordance with Regulation 12(2) of the EIA Regulations 2017. The aim of the PEIR is to help consultees understand the likely impacts of the Project and make an informed consultation response. An Environmental Statement will be submitted alongside the application for development consent.

Additional documents relevant to you

As you have an interest in land which could be affected, we are using this consultation to develop our understanding of the potential impact of our proposals on your interest, and any mitigation. To help you to help us understand this, we are also enclosing more documents in hard copy. Please use or refer to these documents in your consultation response to aid our understanding of your response.

- **Landownership Parcel Plan(s)** – Plan(s) showing the land that we believe you have an interest in (depicted by the solid blue line), in relation to the draft Order Limits boundary (edged and shaded red). If you have any comments or clarifications on this plan, please let us know.
- **A plan showing the full extent of Project, known as the Map of the Project** – we have included this plan so that, if there is land you have an interest in within the draft Order Limits boundary (depicted by the solid red line) but that has not been included on the Land Ownership Parcel Plan(s), you can use this consultation opportunity to bring that to our attention. If this is the case, please send details of the land you have an interest in within the draft Order Limits boundary, that has not been included on the Landownership Parcel Plan(s) sent to you, back to us as part of your consultation response.

Compensation

Please note that whilst you may be entitled to compensation if your land interest is acquired or affected, or if temporary possession is taken, this is not a matter relevant to this consultation. The amount of compensation due is a matter to be determined through separate discussions with you, and any disputes will be determined by the Upper Tribunal (Lands Chamber) and not by the Examining Authority or the Secretary of State. However, we aim to reach agreement on compensation if your land interest is acquired or affected, or if temporary possession is taken.

Next steps and how to respond

This targeted consultation is open to you as a newly identified person with an interest in land for the Project for 28 days. The deadline to receive responses is 11.55pm on 9 November 2023.


You can submit a response to us via email or post using the details below.

We look forward to engaging with you as the Project progresses and would encourage you to provide us with your feedback through the channels listed in the statutory notice.

If you have any questions regarding the Project, please do not hesitate to contact using the details below.

- **Email:** vikingccspipeline@aecom.com
- **Phone:** [REDACTED]
- **Post:** Freepost VIKING CCS PIPELINE

Yours sincerely



Paul Davis

Viking CCS Onshore Development Manager
Harbour Energy

Enc.

- Hard copy of Map of the Project
- Hard copy(ies) of Landownership Parcel Plans
- Hard copy of Consultation Brochure