

EAST CO₂AST CLUSTER



Humber
Carbon Capture
Pipeline

Humber Carbon Capture Pipeline

Statutory Consultation
Autumn 2025



STATUTORY CONSULTATION

Introduction

The Humber Carbon Capture Pipeline is a proposed onshore pipeline that would transport carbon dioxide produced by industrial projects in the Humber region to secure offshore storage under the North Sea.

The pipeline would be built between the Drax area in North Yorkshire and the coast north of Easington in the East Riding of Yorkshire. Parts of the pipeline would also run through North Lincolnshire and North East Lincolnshire.

The pipeline itself would be underground but would also require a number of Above Ground Installations along with a Pump Facility.

The Humber Carbon Capture Pipeline has a vital role to play in the decarbonisation of the Humber industrial cluster, which is the highest carbon producing region in the UK. It is especially important to support key industries in the drive to net zero and in meeting the UK's carbon budgets, which are a legally binding cap on the maximum level of carbon emissions. The pipeline will also be vital in supporting local jobs across a range of industries.

This brochure outlines the latest proposals for the Humber Carbon Capture Pipeline, and forms part of our formal statutory consultation which runs from **29 October 2025 to 17 December 2025**.

To find out more come along to one of our public drop-in events listed below or visit our website www.nephccp.co.uk

Community events	Date	Time
East Halton Village Hall DN40 3NL	Tuesday 11 November	15:00 – 19:00
Goxhill Memorial Hall DN19 7JJ	Wednesday 12 November	14:00 – 18:00
South Killingholme Community Centre DN40 3EU	Friday 14 November	15:00 – 19:00
Wootton Village Hall DN39 6SG	Saturday 15 November	10:00 – 14:00
Easington Community Hall HU12 0TU	Friday 21 November	15:00 – 19:00
Thorngumbald Village Hall HU12 9NG	Saturday 22 November	10:00 – 14:00
South Ferriby Village Hall DN18 6HS	Monday 24 November	15:00 – 19:00
Garthorpe Village Hall DN17 4AD	Tuesday 25 November	15:00 – 19:00
West Halton Village Hall DN15 9AP	Thursday 27 November	15:00 – 19:00
Burton upon Stather Village Hall DN15 9DP	Friday 28 November	15:00 – 19:00
Drax Village Hall YO8 8NP	Tuesday 02 December	15:00 – 19:00
Crowle Community Hall DN17 4LL	Friday 05 December	15:00 – 19:00
Rawcliffe Village Hall DN14 8QR	Saturday 06 December	10:00 – 14:00
Online webinar Register on our website or by emailing us	Tuesday 18 November	13:00 – 14:00
Online webinar Register on our website or by emailing us	Wednesday 10 December	18:00 – 19:00

Please provide all comments by 23:59 on Wednesday 17 December 2025.

Humber Carbon Capture Pipeline in context

The proposed Humber Carbon Capture Pipeline is an important part of Northern Endurance Partnership's* overall plans for a network of carbon dioxide transportation and storage infrastructure across the East Coast. This will enable the East Coast Cluster.

The East Coast Cluster, which serves the industrial powerhouse regions of Teesside and the Humber, has been selected as one of the first two carbon capture and storage (CCS) clusters to be taken forward by the UK Government.

The East Coast Cluster includes a diverse mix of projects, including industrial carbon capture, low-carbon hydrogen production, negative emissions power, and power with carbon capture. These technologies are essential for the UK to meet its net zero targets. Both Teesside and the Humber will also benefit from an increase in green jobs, skills development and supply chain benefits.

Northern Endurance Partnership will be the carbon dioxide transportation and storage infrastructure provider for the East Coast Cluster and is leading the Humber Carbon Capture Pipeline project.

*Northern Endurance Partnership is the trading name of Net Zero North Sea Storage Limited

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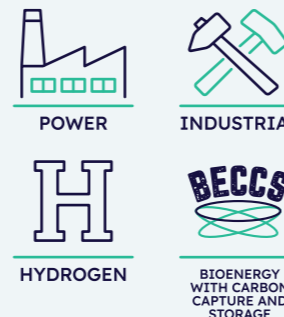
By helping to decarbonise the industrial heartlands of Teesside and the Humber, the East Coast Cluster could capture and store almost 50% of the UK's total industrial cluster emissions.



The Northern Endurance Partnership is an independent business focused on delivering large-scale carbon storage solutions. Backed by the collective expertise of its shareholders - bp, Equinor, and TotalEnergies - NEP benefits from a strong foundation in executing complex and ambitious energy projects.

Humber Carbon Capture Pipeline

The Humber Carbon Capture Pipeline has a vital role to play in the decarbonisation of the Humber industrial cluster, and towards the achievement of the UK's 2050 net zero targets.



By enabling the decarbonisation of a wide range of existing and proposed carbon capture projects, Northern Endurance Partnership could help to protect thousands of existing jobs and create and support an average of 25,000* new jobs across Teesside and the Humber.

*NEP: Economic Assessment, Vivid Report, 5 July 2021.

The consenting process

Due to its scale, the Humber Carbon Capture Pipeline project is a **Nationally Significant Infrastructure Project under the Planning Act 2008**. This means that it will follow a different process to an ordinary planning application and require a **Development Consent Order (DCO)**. The application for the DCO will be submitted to the **Planning Inspectorate** and the final decision will be made by the **Secretary of State on behalf of the Government**.

Local councils and communities have a very important role in helping to inform the evolution of the plans through a process that is set out in the Planning Act 2008 and associated guidance.

This consultation is an important part of this statutory process.

What have we consulted on previously?

In Summer 2024, we held an initial phase of consultation (called our non-statutory consultation) on our early stage proposals for the Humber Carbon Capture Pipeline.

In addition to this, earlier this year, we held a targeted consultation related to a separate planning consent we are seeking (in advance of the main DCO). This focussed on work we wish to undertake to trial a Horizontal Directional Drilling (HDD) method of laying the pipeline under the Humber, and we needed to consult anyone who may be impacted by this trial. More information on the trial HDD can be found on page 10.

What are we consulting on now?

The Humber Carbon Capture Pipeline project is now at 'statutory consultation' stage.

A statutory consultation for a DCO is a process where developers must consult with specific stakeholders and the local community before submitting an application for a Nationally Significant Infrastructure Project.

Since our non-statutory consultation, we have further developed our proposals in response to feedback and progression of the engineering design. We set out the changes we have made later in this brochure.

As part of our statutory consultation, we are publishing our latest proposals for the carbon dioxide pipeline, Above Ground Installations (AGIs), Pump Facility and associated construction works.

In addition, we are publishing our Preliminary Environmental Information Report (PEIR). The purpose of the PEIR is to allow stakeholders and the local community to develop an informed view of the potential environmental and societal effects of the proposed pipeline.

The PEIR can be accessed on our website at www.nephccp.co.uk

Please take part in this consultation and provide your comments by 23:59 on 17 December 2025.

We welcome feedback at our events, online at www.nephccp.co.uk or via email at info@nephccp.co.uk



What is Carbon Capture and Storage?

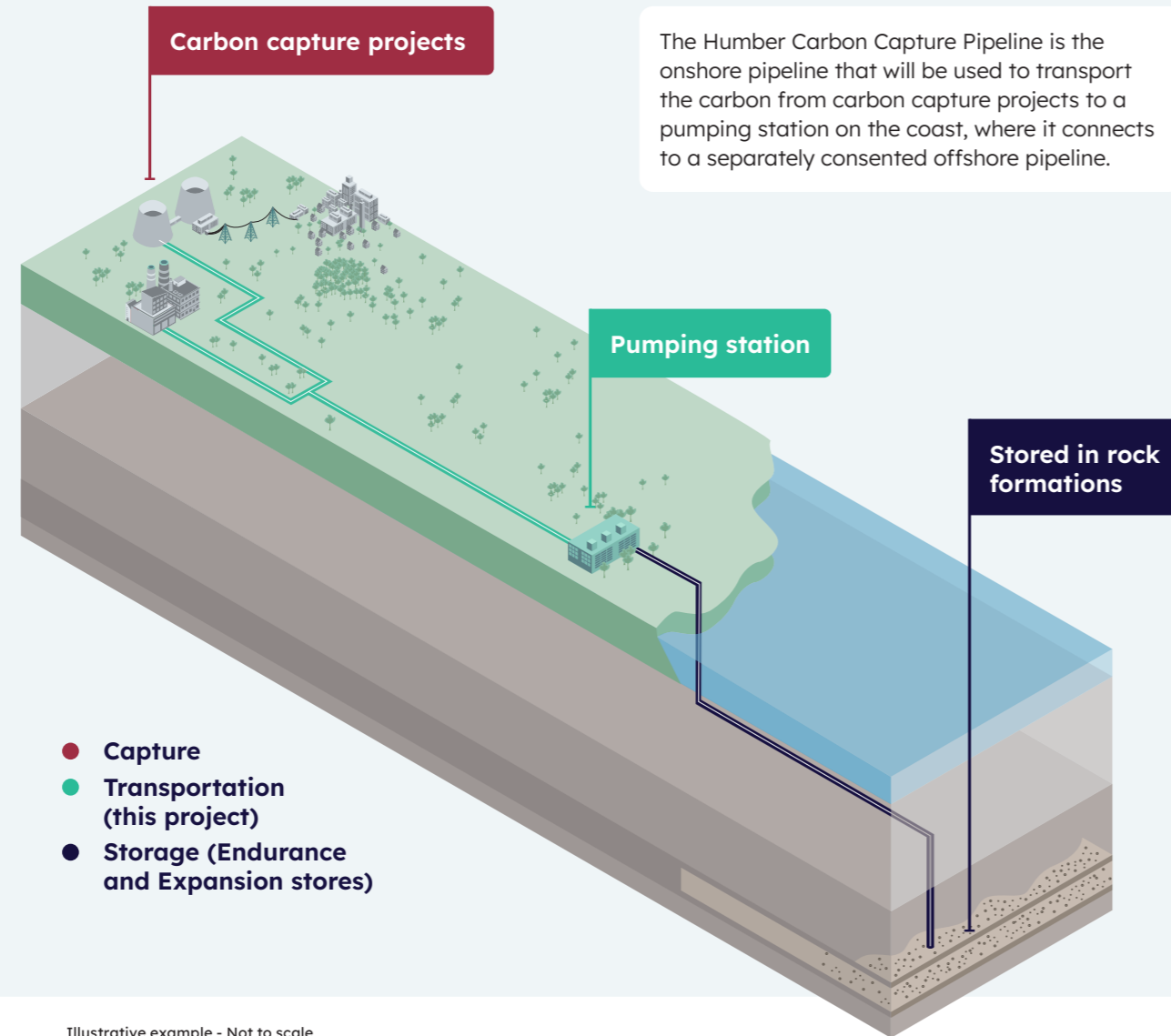
Carbon Capture and Storage (known as CCS) is a process which captures carbon dioxide emissions from industrial processes and power generation and transports them to secure storage areas.

Several industrial sites in the Humber region are developing plans to capture their carbon dioxide emissions, and we anticipate other carbon capture projects are likely to come forward soon.

The Humber Carbon Capture Pipeline is an essential part of carbon capture and storage on the Humber and would provide the onshore infrastructure required to transport the carbon dioxide captured from industrial sites to secure storage.

The carbon dioxide would be permanently stored in geological formations under the North Sea (known as the Endurance and expansion stores). The offshore transportation infrastructure and storage facility is subject to a different consenting process.

HOW DOES CARBON CAPTURE AND STORAGE WORK?



Illustrative example - Not to scale

Capture

Carbon dioxide is captured and compressed at a fossil fuel power station or industrial facility.

Transportation (this project)

Carbon dioxide is transported for storage.

Storage (Endurance and Expansion stores)

Carbon dioxide is injected into natural rock formations offshore where it will be stored permanently.

Government policy and the energy transition

Carbon Capture and Storage is critical to the UK's Net Zero Strategy and is fundamental as part of a wider strategy for reducing emissions from traditional industries and power producers.

The Government's overarching National Policy Statement for Energy confirms that there is an urgent need for new Carbon Capture and Storage infrastructure to support the transition to a net zero economy. As such, as a matter of planning policy the need for schemes such as this is established.

Options for decarbonising industries like these are currently limited and, in some cases, fuel switching (which may itself take time) can only partially decarbonise industry. Carbon Capture and Storage therefore has an important part to play during a period of energy transition. It offers an opportunity to enable important industries to continue production and to support local jobs, whilst also reducing greenhouse gas emissions and ensuing energy security.

How we have addressed previous feedback

Thank you to all those who took part in our non-statutory consultation in Summer 2024. Over 100 responses were received from the local community and stakeholders.

The feedback received has been used, alongside evolving engineering and technical work, to further develop our proposals.

This page provides a high-level summary of the main types of comments received. Our non-statutory consultation report, which is now available on the project website at www.nephccp.co.uk provides further details. This summarises the feedback received and explains how this has been considered.

Feedback received	How feedback has been considered
Comments from residents who were concerned about the proximity of the proposed pipeline and Above Ground Installations (AGIs) to individual properties and villages.	The basis of the project design is for the pipeline and the AGIs to be away from settlements and avoid properties and gardens. The pipeline has been designed in accordance with all relevant legal requirements and best practices, including those of the Health and Safety Executive. Changes made since non-statutory consultation as part of the iterative engineering process mean AGIs are now further from some residential areas.
Concern about the impact of construction traffic on communities, notably in the Goxhill, South End and East Halton areas.	The project continues to refine proposals for most appropriate access, working closely with the Highways Authorities. The PEIR and statutory consultation maps provide more details about the proposed routes and options for construction traffic. The routes to be used may depend on the construction method used for the Humber crossing. We are also monitoring other projects in the area for combined impacts. We continue to welcome local feedback on this important topic.
Comments about the interaction of the pipeline route on specific sites of local interest.	The latest route avoids both the RSPB Island Farm Nature Reserve near the River Trent and Mayflower Woods, near South Killingholme.
Comments and concerns about potential impacts on land drainage or flooding.	The project is undertaking detailed assessments of land drainage and will be engaging with landowners and land agents on mitigation measures to ensure there is no impact on drainage systems.
Specific feedback from landowners or developers about impacts to their land.	Where appropriate, amendments have been made in accordance with feedback received at the non-statutory consultation. The project will continue to liaise with affected landowners.

Local benefits

Northern Endurance Partnership is committed to working directly with local communities to secure meaningful and long-term economic, social and environmental benefits in the local area.

This project will deliver a range of wider benefits including:

-  **Supporting existing industries.** They will benefit from opportunities to decarbonise by transporting carbon dioxide for safe storage.
-  **Opportunities for education and skills development.** We aim to work with local schools and colleges and help build knowledge across construction, environmental and associated disciplines.
-  **New local employment.** As we move through the design and construction stages of this project, we will use local labour where possible.
-  **Community Benefit Fund.** We are considering a community benefit fund to benefit local and community initiatives. More details will be available as the project develops.
-  **Benefits from project delivery.** The project would help attract new investment and provide a supply chain boost, as well as putting the area at the forefront of the energy transition.
-  **Archaeological and historical finds.** Sharing the findings of our local surveys with the community.
-  **Local improvements.** This includes improvements to the local road infrastructure, which we would deliver as part of this project.
-  **Environmental and ecological projects.** We aim to leave a positive legacy and deliver enhancements.

Biodiversity Net Gain

The Government is proposing to require Nationally Significant Infrastructure Projects such as this one to comply with Biodiversity Net Gain requirements from 2026. Biodiversity Net Gain is an approach which will ensure we provide a net increase in the biodiversity value of habitats.

We will incorporate Biodiversity Net Gain into our proposals in line with emerging Government policy. We expect new guidance to be issued in the coming months.

We are actively looking for opportunities to enhance the local environment and improve wildlife recovery. If you own or are aware of land that could be suitable for local environmental enhancements, we would greatly appreciate your input. Please include any relevant details in your feedback on the proposals.

Let us know!

As part of this statutory consultation, we would love to hear ideas for how we could deliver local benefits and environmental enhancements.



The pipeline

The Humber Carbon Capture Pipeline would be an underground, onshore pipeline with Above Ground Installations, running between the Drax area in North Yorkshire and the coast north of Easington in East Riding of Yorkshire.

Pipeline route

The pipeline would transport carbon dioxide from carbon capture projects across the region to the coast for onward transportation and safe storage.

The proposed pipeline route runs from the Drax area to Easington, with spur lines to the Keadby, Croxton, Killingholme and Salt End areas. These were identified previously by the Department for Energy Security and Net Zero (DESNZ) as having potential carbon capture projects in their cluster sequencing process in August 2022.

Ultimately, the proposed pipeline corridor would accommodate connections to any potential carbon capture project directed by DESNZ. We anticipate that DESNZ will provide further guidance on the specific carbon capture projects which the pipeline should connect to in due course.

Key features

The pipeline is designed to transport up to 17 million tonnes of carbon dioxide per year. It would transport carbon dioxide in dense phase (a highly compressed fluid that exhibits properties of both liquid and gas).

The main west-east pipeline would be 66cm in diameter. Smaller 'spur' lines, of around 15 to 30cm in diameter, would branch off the main pipeline to provide connections to carbon capture projects.

The pipeline will be buried at a minimum depth of 1.2m below ground level.

Safety

Safety is at the heart of the Humber Carbon Capture Pipeline project and would be the primary consideration at every step of design, construction, operation, and decommissioning.

This includes the safety of all people directly affected by the project, including local communities and project personnel, as well as the safety of all people who may be indirectly affected, such as road users on access routes and personnel at supplier facilities.

In operation, we would monitor the pipeline remotely for any possible leaks, to ensure we are able to resolve them quickly and safely.

The pipeline route

The routing of the pipeline maintains an appropriate distance from all settlements and avoids properties and gardens. It has been designed in accordance with all relevant legal requirements and best practices, including the Pipelines Safety Regulations 1996 and requirements of the Health and Safety Executive.

The pipeline would mostly pass through agricultural land, and we would work closely with landowners to minimise disturbance.

A leak detection system comprising Fibre Optic Cables (FOC) would run alongside the pipeline, immediately next to it. This is a key component of the pipeline monitoring system and would alert the operator to potential leaks.



Further details

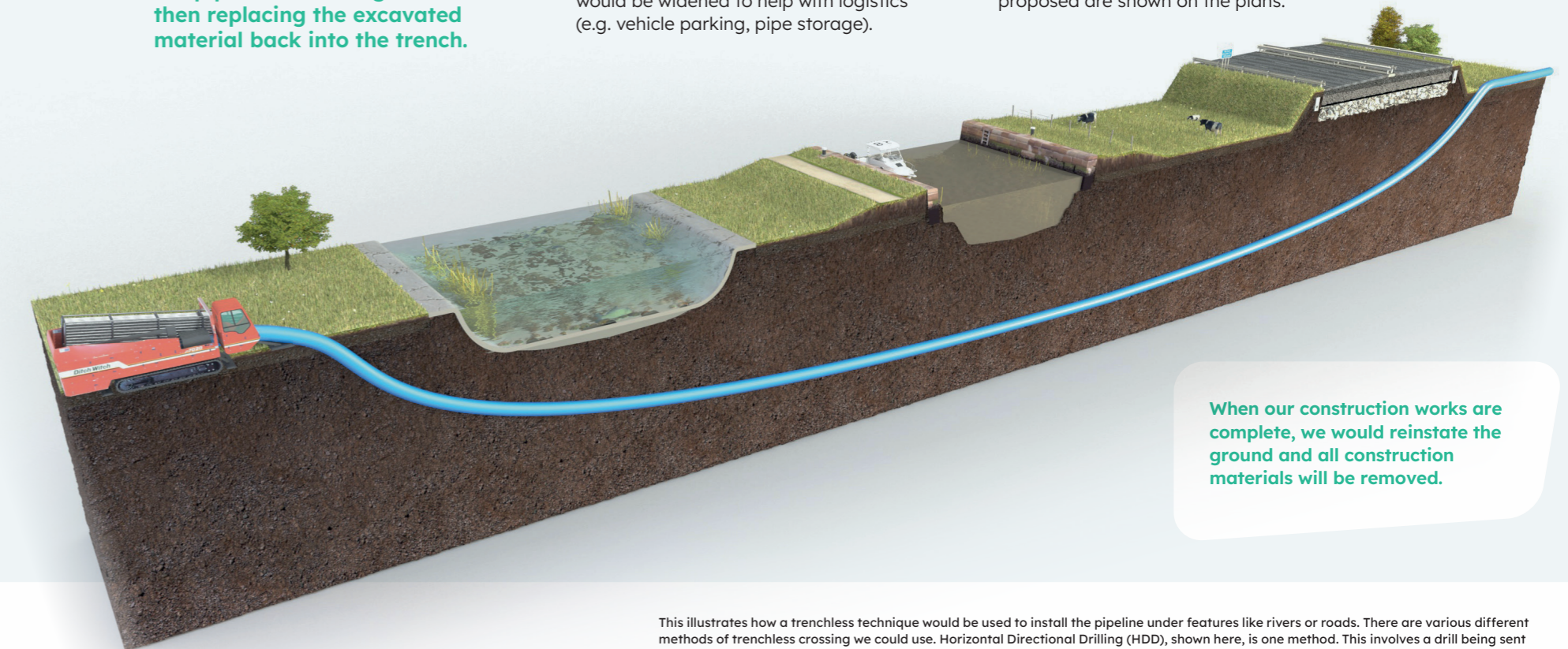
- **The maps on pages 16 to 29** of this brochure show the pipeline route.
- **Our website** contains an interactive map.
- **A full description of the pipeline route** is provided in Chapter 2 of the Preliminary Environmental Information Report which is on our project website.

Pipeline construction

The majority of the pipeline would be constructed in sections, using an 'open trench' technique. This is a common method for pipeline construction which involves excavating a trench that is slightly larger than the pipeline, lowering the pipeline into the ground and then replacing the excavated material back into the trench.

An area of around 30m wide along the pipeline corridor would typically be needed for construction works including the movement of vehicles, but this could be reduced in environmentally sensitive areas such as the crossings of watercourses or hedgerows. At crossings with existing infrastructure and land features, this would be widened to help with logistics (e.g. vehicle parking, pipe storage).

Where the proposed pipeline crosses major roads, main rivers, railways or sensitive environmental sites, a 'trenchless' technique may be used to minimise impact. This would involve installing the pipeline under the feature, without digging a trench, to avoid disturbance. Preliminary locations where 'trenchless' construction methods are proposed are shown on the plans.



This illustrates how a trenchless technique would be used to install the pipeline under features like rivers or roads. There are various different methods of trenchless crossing we could use. Horizontal Directional Drilling (HDD), shown here, is one method. This involves a drill being sent underground from a rig located on a construction compound. A drill head guides the drill to ensure it follows the planned angle, depth, and exit point. Once the drilled bore is sufficiently open, a pipeline can be pulled through and connected to the rest of the system.

Crossing the Humber

As we develop our proposals for the pipeline, we are looking at ways to reduce our impact on local communities and the environment. This includes considering how best to install the pipeline under the Humber, between the Goxhill/East Halton and Paull/Thorngumbald areas.

Previous pipelines under the Humber have been installed using a traditional tunnelling technique. However, we are investigating a different method called Horizontal Directional Drilling (HDD). Compared to tunnelling, HDD would be quicker, have a reduced environmental impact and generate less construction traffic on the local highway network.

Trial Horizontal Directional Drill

To confirm whether this method can be used we need to undertake a trial horizontal directional drill from both sides of the Humber and carry out advanced ground investigations. These works need to be undertaken in advance of the main Development Consent Order and require separate permission.

These works would not install a carbon dioxide pipeline, but are instead focussed on gathering information about ground conditions.

We recently undertook some targeted consultation in the communities either side of the Humber about the trial HDD and we are now finalising planning applications which we anticipate will be submitted to both East Riding of Yorkshire Council and North Lincolnshire Council in December 2025. Subject to consent, we aim to undertake the trial HDD in 2026.

Our website provides more details. www.nephccp.co.uk/trialhdd

Assumptions for the DCO

If we receive consent to undertake the trial HDD and if the findings are positive, we hope to use this method for laying the Humber Carbon Capture Pipeline.

Nevertheless, our Development Consent Order application will seek consent for both the traditional tunnelling and HDD methods of installing the pipeline under the Humber. This is important to provide flexibility and to cover all eventualities. For example, if the HDD trial is positive, but the main HDD works later encounter problems it will be important that we can revert to a tunnelling method.

Our Preliminary Environmental Information Report therefore discusses both methods and our Environmental Statement (which we will produce at the next stage) will also report on the assessment of both options.

If, from our investigation works, it is decided the HDD method for crossing the Humber is not possible we will remove this method from the proposed DCO application.

Above Ground Installations (AGIs)

While the pipeline itself will be underground, Above Ground Installations (AGIs) are required along the route of the pipeline. At each AGI a small section of pipeline would be above ground, to allow for access and monitoring.

Three different types of AGI are required.

- **Inlet AGIs** – required to connect to the pipeline to potential carbon capture projects.
- **Junction AGI** – required where a spur line connects to the main pipeline.
- **Block Valve Stations AGI** – located at intervals to allow the isolation and monitoring of the pipeline.

Specific details of the size of each AGI are provided later in this brochure but typically, each AGI would have:

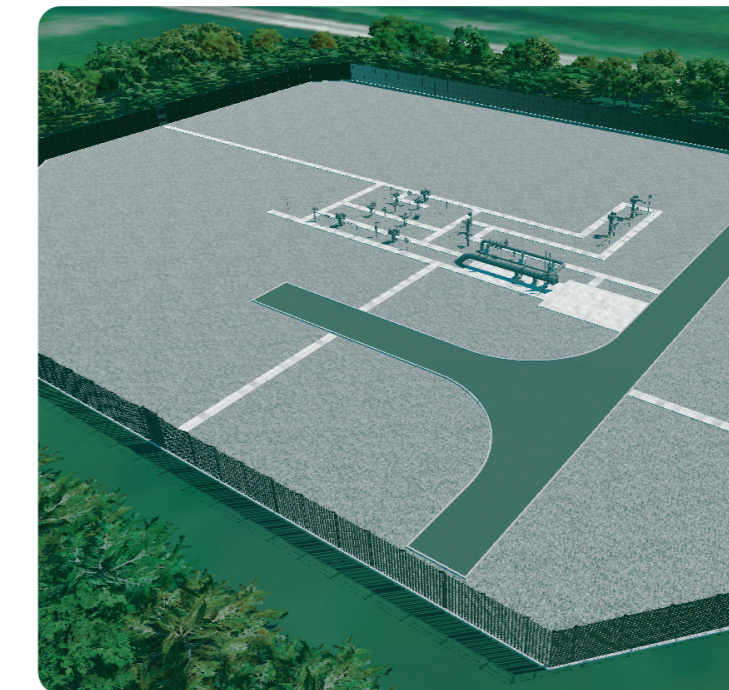
- Pipework including pipes, valves and instruments.
- A unit for equipment housing. This would be the tallest part of the AGI at, around 4.5 metres high. The rest of the AGI is much lower.
- Telecoms and power connection.
- Space for vehicle parking.
- An access track connecting to the existing road network.
- Security fencing and lighting.
- Landscaping and planting to integrate the facility suitably into its setting.

Inlet AGIs and Junction AGIs would also contain equipment for remote monitoring of the pipeline system and to clean, gauge and inspect the pipeline.

The AGIs would be unstaffed but would require occasional security and maintenance visits.

The AGIs are not expected to generate noise other than very low level associated with the ventilation system which keeps electrical equipment at the appropriate temperature.

The graphic below gives an indication of what a typical AGI might look like.



Artists impression of typical AGI


Pump Facility

A Pump Facility is also required near the coast, north of Easington. This would increase the pressure of the carbon dioxide to enable onward transportation to the offshore storage site.

The Pump Facility would be larger than the other AGIs. It would include:

- Pipework including pipes, valves and instruments.
- A pump house sheltering the pumps.
- A single-story admin and control room (approx. 5m tall) and a workshop (approx. 8m tall).
- A vent stack (up to 8m tall, including a small pipe and lattice structure).
- Space for vehicle parking.
- An access track to Warner Lane.
- Space for various equipment.
- Telecoms and power connections.
- Localised lighting.

The Pump Facility would have landscape planting to integrate the facility suitably into its surrounding landscape. It would be permanently staffed by approximately four people.



Further details

- **Locations of AGIs and the Pump Facility** are shown on pages 20-21, 24-25 and 28-29. In some locations we have multiple options.
- **Further information** is also provided in the Preliminary Environmental Information Report.

Construction access and traffic routes

During the construction phase, our construction traffic will need to temporarily use the public highway.

We are working closely with the local Highways Authorities to identify and agree appropriate routes. We are using feedback from the non-statutory consultation and will also be applying knowledge gained from the proposed trial HDD works (planned for next year) to evaluate how traffic routes used for that project work.

We recognise that construction traffic impacts need to be carefully managed. Some of the steps we are taking include:

- Where practical we would make use of a construction haul road along the length of the pipeline to minimise traffic needing to use local roads.
- Where private access tracks could help to avoid sensitive areas we would look to use these instead of public roads.
- We would make efficient use of vehicles, for example using vehicles which have delivered supplies to remove materials, where practical.
- We would dampen surfaces and use sheeting to avoid dust.
- We would use wheel washing to prevent spreading mud on to the local road network.
- We would survey the condition of roads before our works start and ensure we leave them in the same or better condition.

- Where needed we would improve roads and junctions, for example to provide passing places or improve visibility. Where appropriate, we would leave these in place for the community to use.
- Our traffic would use one-way systems where this helps to manage flows or address local sensitivities.
- Our traffic would be timed to avoid routes past schools at pick up and drop off times.
- We would ensure all routes for construction traffic are clearly signposted.
- We would ensure our drivers are considerate, maintain slow speeds and pass vulnerable road users carefully.

Our commitments to managing traffic would be included in a detailed Construction Traffic Management Plan, which we would be obliged to comply with under the terms of the DCO.

Current proposals

At this stage, we have identified a range of routes that our construction traffic could use (they are not yet fixed or final). These are shown on the maps in this brochure. These include options and aim to retain flexibility, and we aim to refine plans as the project progresses. We are keen to hear further feedback on the range of routes.

Temporary construction compounds

Temporary construction compounds would be required for the storage of construction materials (including pipe) and equipment, as well as site office facilities. These would be established prior to commencing construction works.

11 locations for temporary construction compounds are identified and shown on the maps in this brochure. This includes a 'search area' for a temporary construction compound near Killingholme, where discussions are ongoing to identify an appropriate site.



You can find more information about construction access and traffic routes as follows:

- **Details are provided on the maps** for each section of the pipeline on pages 18-19, 22-23 and 26-27 of this project brochure.
- **Volume 2, Chapters 2 and 16** of the Preliminary Environmental Information Report (PEIR) goes into more depth.

Anticipated Timeline

The next steps for the project are:

- **Now**
Statutory consultation
- **Late 2025**
Submission of trial Horizontal Directional Drilling applications to North Lincolnshire and East Riding of Yorkshire Councils.
- **2026**
Preparation of DCO documents, including Environmental Statement.
- **Early 2027**
Submit DCO application.
- **Mid 2027**
Examination of the DCO by the Planning Inspectorate.
- **2028**
Secretary of State decision on the application.
- **2029**
Construction anticipated to begin.
- **2032**
Operation to begin for **Phase 1** of the project (North of Humber).
Phase 2 (South of Humber) – at a later date, pending HDD Trial outcome.

End of operational life of the pipeline

The pipeline, AGIs and Pump Facility are anticipated to remain operational for 25 years.

When the pipeline reaches the end of its design life, it would be decommissioned safely.

Once safely decommissioned, it is anticipated that the pipeline would be left in situ to avoid further disturbance to the soil, land use and environmentally sensitive areas, and then permanently removed from service.

The AGIs and Pump Facility would be safely dismantled. It is anticipated that the same type of equipment, machinery and traffic routes would be used for the dismantling works as would be used for construction. Following the dismantling works, all equipment would be removed and the land returned to its former use.

Updated proposals and draft Order Limits

Our new consultation maps show our evolved proposals and provide more detail compared to those we shared in 2024.

We now show draft Order Limits, indicated by a red line. The draft Order Limits represent the extent of the area within which we currently expect the project may be carried out.

The draft Order Limits are typically 300m wide, but in some locations are wider to allow for design flexibility. As the project progresses, we anticipate narrowing the Order Limits.

In addition to the draft Order Limits our updated maps also show:

■ **Indicative pipeline construction area** (shown dark purple on the map)

We show a corridor within which we currently expect the pipeline to be positioned and where we expect to undertake our main construction activities. This is typically around 30m wide, but wider to allow more space where the pipeline crosses features like rivers or roads. This alignment is subject to change in response to consultation feedback or other factors. In some locations, there is no pipeline construction area shown as these are areas where we are considering alternative crossing methods and design is ongoing.

■ **Indicative Limits of Deviation** (shown mid purple on the map)

The pipeline and associated works may be constructed anywhere within the indicative limits of deviation. For example we might use this land to reposition the pipeline if we come across issues or constraints during construction.

■ **Area between Limits of Deviation and draft Order Limits** (shown light purple on the map)

The indicative construction area and Limits of Deviation may at this stage deviate anywhere within this area based on consultation responses and further investigations. The DCO application will show a final construction area and Limits of Deviation. Land which is outside of the indicative Limits of Deviation but within the draft Order Limits land could be used for construction activity, ancillary or additional works, for example for power supply, to string the pipeline or undertake drainage works.

Notable features within the draft Order Limits and key changes since the 2024 non-statutory consultation are described over the following pages in three sections.

Please note, all of the limits shown in the consultation maps may be varied in the final application version of the Order Limits following consultation feedback and further design refinement. In particular, further access routes and works for access outside these draft Order Limits may be provided for.

Working with landowners, occupiers and affected parties

We will work closely with landowners and occupiers to plan and deliver this project. We will ensure all parties are kept as up to date as possible and we encourage landowners and their representatives to liaise with us regularly.

We have identified all parties who we believe may be affected by the project based on Land Registry Data and we are seeking to identify parties whose land interests are unregistered.

If you are a landowner affected by the proposed pipeline, you should have already received a letter from our lands team at Dalcour Maclaren.

If you would like to request a meeting, please get in touch with Dalcour Maclaren on 03330 918338 or via e-mail: HCCP@dalcourmaclaren.com

If you are a landowner responding to this statutory consultation, please provide as much detail as possible about your landholding in your response so that we can identify the land correctly.

Pipeline route and access for surveys

The draft Order Limits primarily run through agricultural land and are not routed through private gardens.

Where we need to undertake surveys, these will primarily be on agricultural land, and we will always work with landowners to seek access for surveys. There is also no intention to carry out surveys in private houses or gardens.

Some surveys may be required in areas beyond the draft Order Limits for the purpose of gaining a greater understanding of local habitats and how they might be impacted by the project.

Permanent impacts on land

Once constructed, the pipeline would be protected by restrictions placed on the land over and immediately around it. This area is called the Easement corridor. We anticipate this will be approximately 12-19m wide. Beyond this there may also be specific restrictions, for example to restrict planting specific tree types within 10m of the pipeline.

Within the Easement corridor most general farming activities could continue but there would be some restrictions. We will be working closely with landowners to explain these details.

As part of our wider project commitments, we will also be working to deliver initiatives to enhance biodiversity. We welcome feedback from landowners and occupiers on any potential proposals that this project could support.

Pipeline route

The draft Order Limits have been developed following extensive engineering, environmental and safety considerations, including:

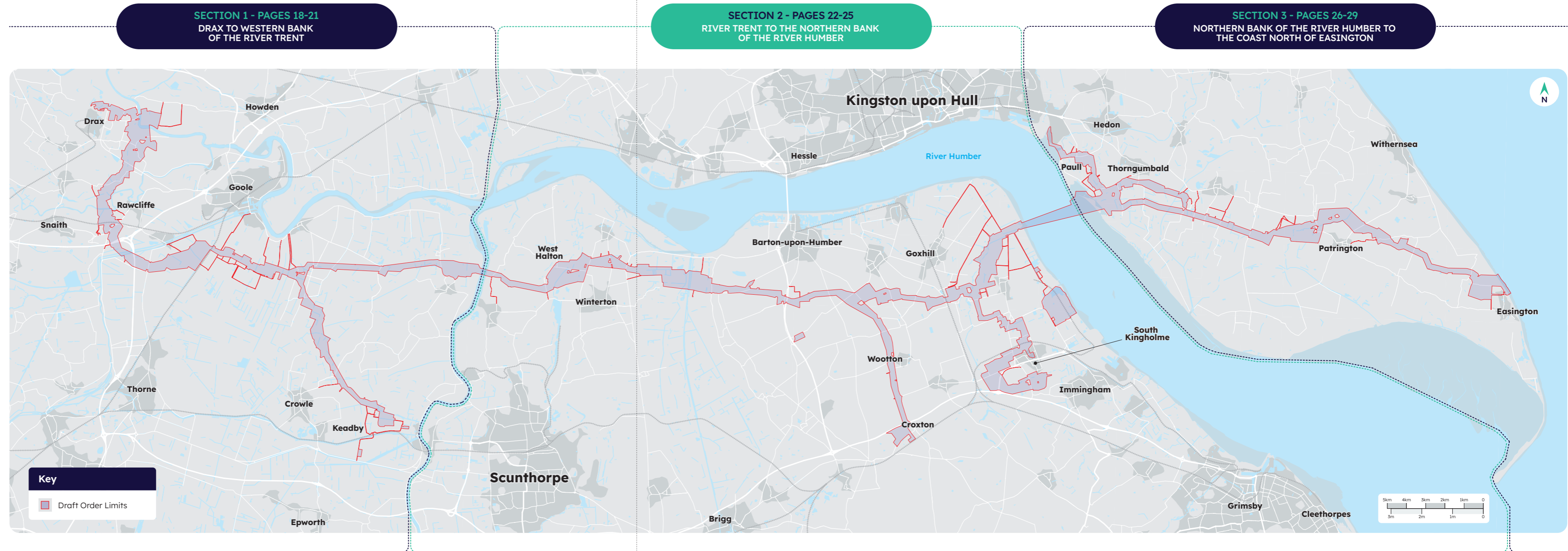
- Providing a feasible route to connect to potential carbon capture projects in the Humber region;
- Public, construction and operational safety;
- Planning, environmental and land use constraints; and
- Engineering, constructability and cost.

The map on this page provides an overview of the whole project. The draft Order Limits and details of the project are then described over the following pages in three sections.

Please refer to page 14 for a full explanation of the information shown on the maps.

NOTE

A more detailed, interactive map is available on our website. Larger scale maps are also available at our events and at deposit locations - [see website for details](#).



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Section 1: Drax to the River Trent

Section 1 extends from the Drax area to the River Trent. The western part of this section is within North Yorkshire whilst the middle part is in the East Riding of Yorkshire and the eastern part is within North Lincolnshire.

Two possible locations for an AGI are identified near Drax; one within the boundary of Drax Power Station, and the other in the agricultural fields to the north of Drax Power Station. The next page provides more details.

To the east of Drax the pipeline heads south, passing to the east of Drax village, but staying west of the River Ouse. The alternative would be to cross the River Ouse twice in quick succession, but this would be challenging from an environmental and engineering perspective. Whilst the draft Order Limits remain wide here to allow for flexibility, we envisage them shrinking down for the DCO application.

Continuing south, the proposed pipeline passes west of Rawcliffe and under the River Aire and the Wakefield and Goole railway line.

The proposed pipeline continues in a southeasterly direction and is expected to cross the Aire and Calder Navigation canal, the Dutch River (River Don) and the M18 in a single trenchless crossing. The proposed Humber Freeport - Goole development site constrains the more direct route to the east.

An AGI is proposed north of Moor Road, south of Rawcliffe Bridge.

The proposed pipeline corridor then crosses under the railway and continues through the agricultural area of Goole Fields, adopting a straighter alignment than proposed in the Summer 2024 non-statutory consultation.

South of Swinefleet and immediately east of Swinefleet Warping Drain, an AGI would be required within the agricultural field near Eastoft - this will connect to a spur line. The spur line routes south crossing the A161 between Crowle and Eastoft, to Keadby, where a further AGI would be required.

The main pipeline continues eastwards through fields, crossing the A161 north of Eastoft. It runs between Adlingfleet and Garthorpe then crosses the River Trent.

Construction compounds

In this section 4 possible temporary construction compounds are proposed:

- To the east of Drax Power Station
- To the east of Keadby Power Station
- South of Keadby off the A18
- North of Eastoft on the A161.

Routes for construction traffic

Within section 1 a number of roads are included in the draft Order Limits where we anticipate they may require some modifications to support construction traffic.

We have also identified a range of other possible roads which our construction traffic could use.

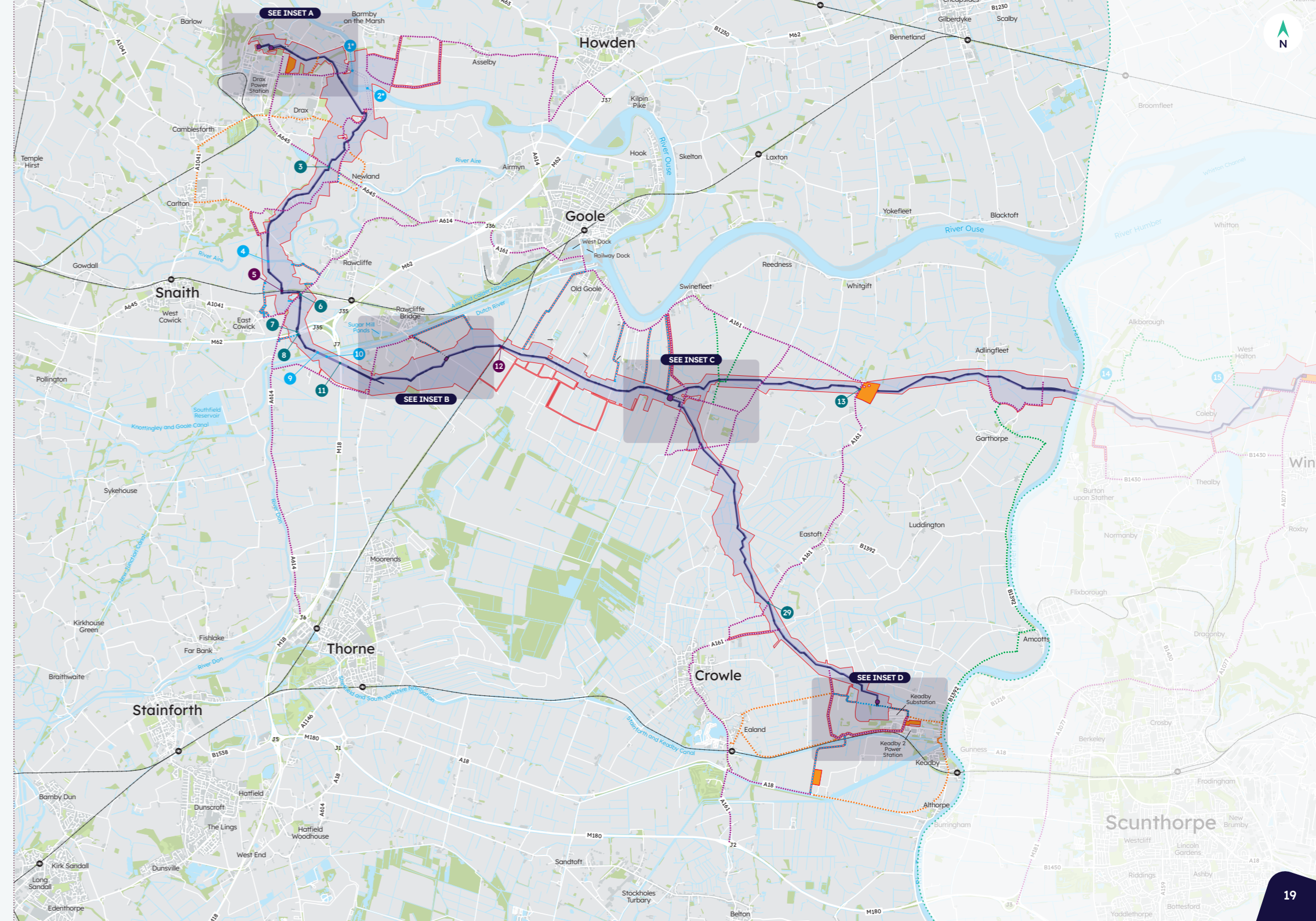
Key

- Draft Order Limits
- Indicative pipeline construction area
- Indicative Limits of Deviation
- Alternative route - not currently preferred
- Above Ground Installation (AGI) More detail shown on next pages
- Temporary construction compound
- Permanent access tracks
- Primary routes for HGVs and light vehicles
- Secondary or alternative routes for HGVs and light vehicles
- Minor access routes for cars and light vehicles or occasional HGV access
- Private roads which could offer opportunity to avoid public roads

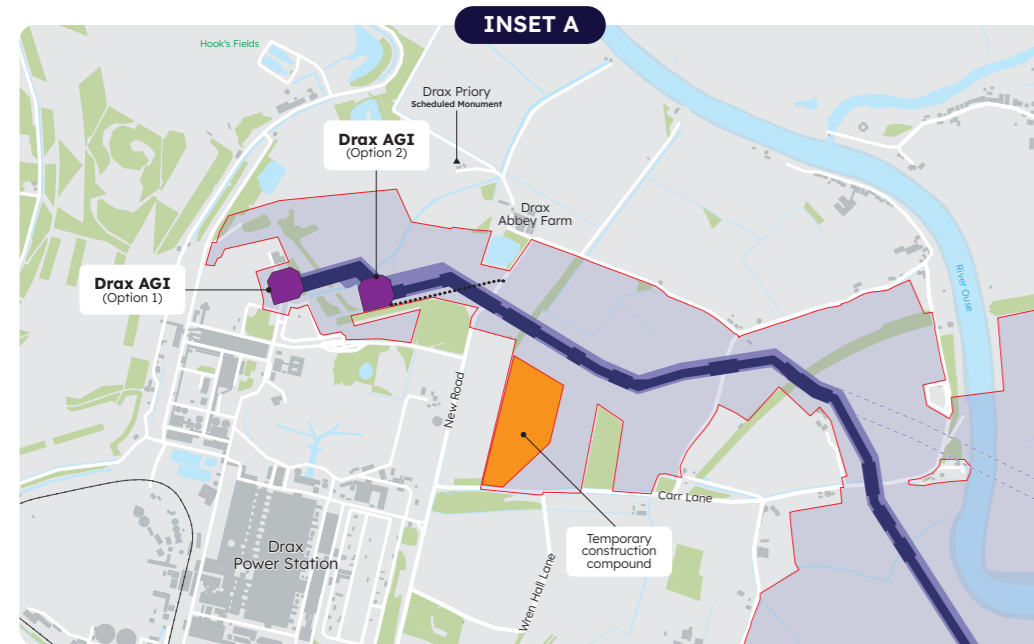
Proposed trenchless crossings

- 1 Watercourse - River Ouse*
- 2 Watercourse - River Ouse*
- 3 Road - A645
- 4 Watercourse - River Aire
- 5 Railway - Wakefield and Goole Line
- 6 Road - A614
- 7 Road - M62
- 8 Road - M62
- 9 Watercourse - Aire and Calder Navigation
- 10 Watercourse - Dutch River
- 11 Road - M18
- 12 Railway - Sheffield to Hull Line
- 13 Road - A161
- 29 Road - A161

*Crossing accommodated in the draft Order Limits but not currently expected to be required.



Section 1: Above Ground Installations (AGIs)

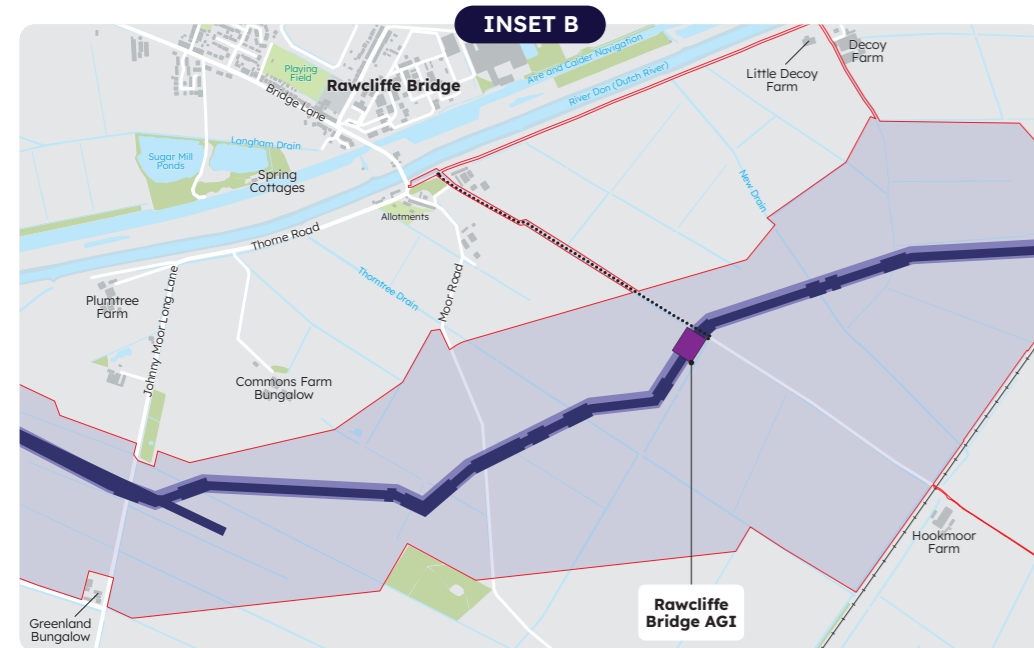


Drax AGI

This would be an Inlet AGI required to enable a future connection to a potential carbon capture project. It would be around 110m x 80m. Two options are being considered.

Option 1 is within the Drax Power station site, accessed via internal roads to the power station. It is 400m southwest from Drax Priory Scheduled Monument and is more than 500m from any residential properties. This is our preferred location, as it allows the AGI to be as close as possible to the potential connected project and is closer to the existing industrial buildings meaning it would be less noticeable in the landscape. This location is also supported by the landowner.

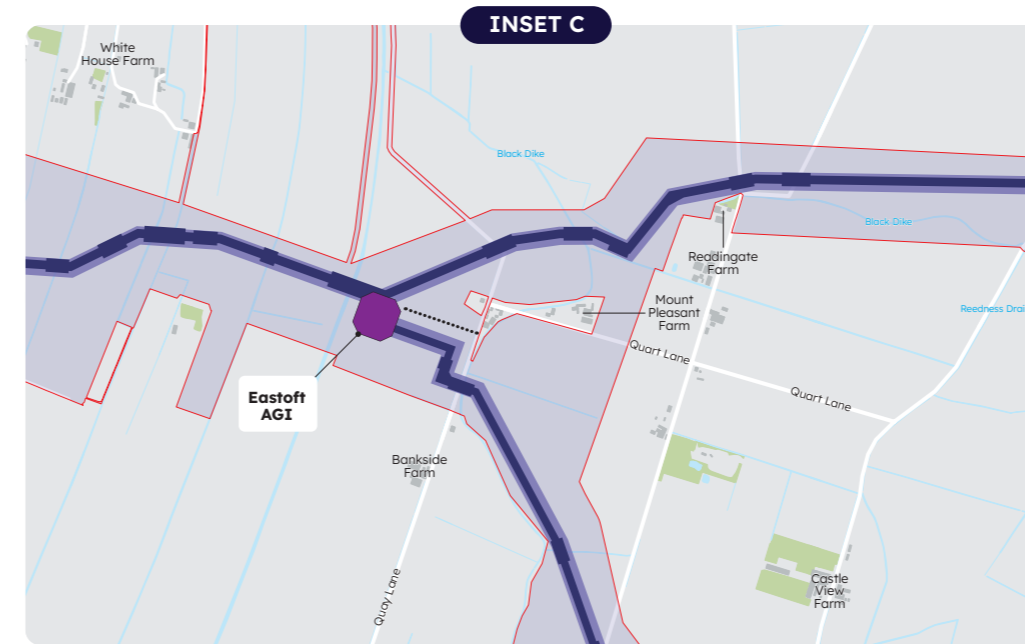
Option 2 is within an agricultural field 120m north of the northern boundary of the existing Drax Power Station. Access would be gained via a new permanent access track from New Road. The Drax Priory Scheduled Monument is approximately 200m north. The nearest residential property is Drax Abbey Farm approximately 450m to the northeast. We retain this location as an option, but it is not our preferred location as it is more visible and is further from the potential carbon capture project.



Rawcliffe Bridge AGI

This would be a Block Valve Station AGI for monitoring and maintenance of the pipeline. It would be approximately 80m x 70m.

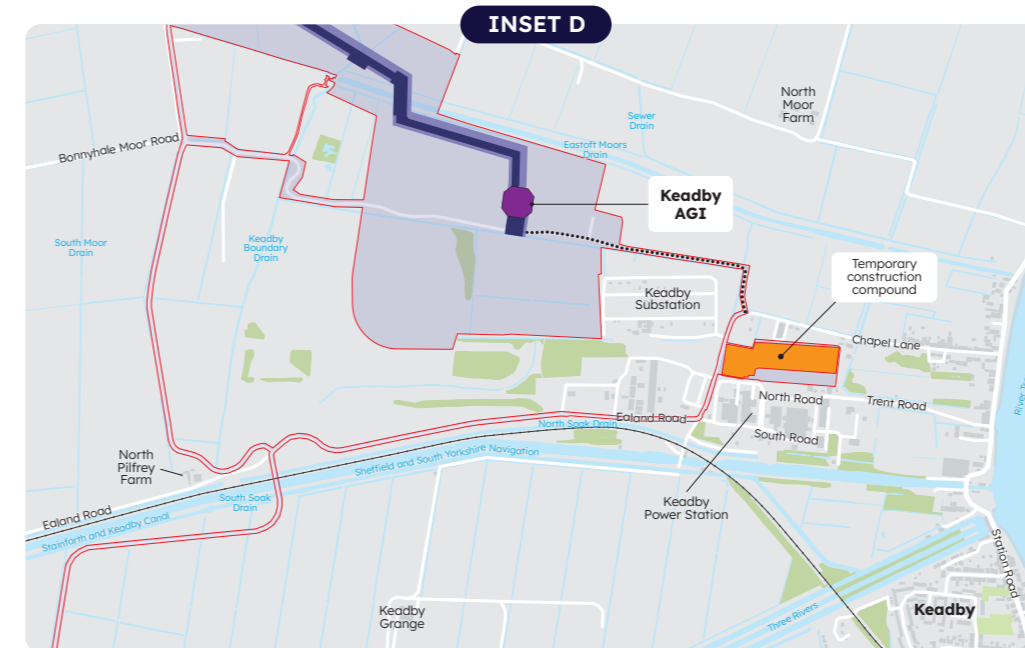
The proposed location is approximately 1.2km southeast of Rawcliffe Bridge village, within open agricultural fields. Access would be via an existing access track off Thorne Road (which may be upgraded). The nearest residential property is approximately 750m northwest.



Eastoft AGI

This would be a Junction AGI, connecting the Keadby spur and the main pipeline. It would be around 115m x 140m.

The proposed location is approximately 2.3km northwest of the village of Eastoft, within an agricultural field. Approximately 450m east is an existing wind farm. The Eastoft AGI would be accessed via the creation of an access track from Quay Lane. The nearest residential property is approximately 250m east.



Keadby AGI

This would be an Inlet AGI required to enable a future connection to a potential carbon capture project. It would be around 100m x 90m.

The proposed location is within an agricultural field, bounded to the north by Eastoft Moors Drain Ordinary Watercourse and an existing access track associated with an existing wind farm to the south. Access would be gained by using and / or upgrading the existing track from Chapel Lane which is associated with the existing wind farm. The nearest residential property is approximately 860m northeast.

Key	
	Draft Order Limits
	Indicative pipeline construction area
	Indicative Limits of Deviation
	Alternative route - not currently preferred
	Above Ground Installation (AGI)
	Temporary construction compound
	Permanent access tracks

Section 2: River Trent to the Humber

Section 2, from the River Trent to the Humber, is largely within North Lincolnshire, with a small section extending into North East Lincolnshire.

From the crossing of the River Trent, the draft Order Limits run eastwards between Walcot and Burton upon Stather, avoiding the area known as Alkborough Flats, a Local Wildlife Site.

The route would pass south of Coleby and south of West Halton. The pipeline would stay north of the Winterton landfill site. The draft Order Limits are wide to retain optionality, but routeing south under the landfill would present significant technical challenges. Whilst the draft Order Limits remain wide here we envisage them shrinking down for the DCO application.

An Above Ground Installation (AGI) is proposed north of the A1077 between Winterton and Winteringham.

The draft Order Limits cross the A1077 and pass south of South Ferriby where they cross New River Ancholme.

Further east, the pipeline would cross trenchlessly under the B1218 and the A15 and pass south of Barton-Upon-Humber.

South of Barrow-Upon-Humber, an AGI is proposed to enable a spur line to go south passing to the west of Thornton Curtis, Wootton and Ulceby to allow connection to Croxton. Here, an AGI is proposed in the agricultural field between the B1211 and the A180 to enable connection to potential future carbon capture projects.

The main route continues east, passing under the A1077 and the railway and then going south of Goxhill and South End. An AGI is proposed within the agricultural fields north of College Road, near East Halton. This AGI location was moved further west and further from East Halton than was proposed at non-statutory consultation stage to move it away from the village and to improve access during operation.

From the East Halton AGI, a spur line runs south to allow a possible connection to potential carbon capture projects in the North Killingholme and South Killingholme area.

East of North Killingholme a single AGI is now proposed off Church Lane to facilitate connection to potential carbon capture projects in the Killingholme area. Two AGIs were proposed at non-statutory stage but have been reduced to one AGI (but this would fulfil the same function).

The proposed spur line crosses Church Lane and continues south to South Killingholme.

To facilitate a possible future optimisation of the carbon dioxide gathering networks, the draft Order Limits extend around the west of South Killingholme, and continue south, to the A180. Consideration of whether or not this should be part of this scheme are ongoing. Accordingly, this section does not yet have an indicative pipeline construction area indicated. If this is progressed as part of this scheme this will be identified for the DCO application. This section may also require an AGI, and accordingly a 'search area' is proposed near Immingham, south of South Killingholme and the south of Faulding Lane.

The draft Order Limits now avoid the recently consented data centre. Following local feedback, the route has also been amended since non-statutory consultation stage to avoid Mayflower Woods.

From the East Halton AGI the main pipeline continues north, passing between Goxhill and East Halton. The main works area for the Humber crossing will be between East Marsh Lane and Skitter Road. As previously noted, the pipeline would cross the Humber either using HDD or in a tunnel.

Routes for construction traffic

Within section 2 a number of roads are included in the draft Order Limits where we anticipate they may require some modifications to support construction traffic. Other roads are highlighted as potential routes to be used by construction traffic.

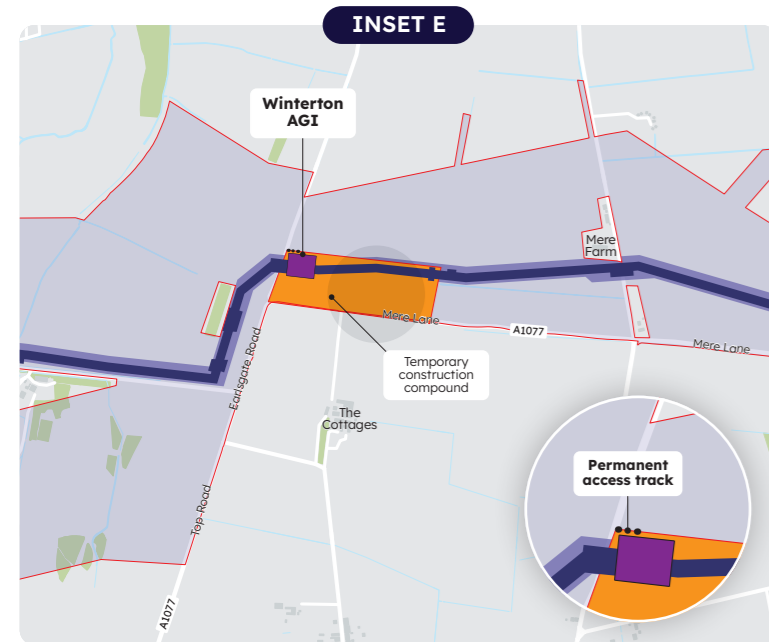
A number of options are shown in the East Halton and Goxhill area and are described in the PEIR. This is because the Humber crossing works will have different access requirements depending on whether the HDD or tunnel method is used.

If HDD is used, the preferred route for HGVs would be via a one-way system accessing the main works site via Ferry Road and East Marsh Road and leaving via Skitter Road, Station Road and Townside. This route is the same as we have proposed for the trial HDD.

If a tunnel is needed, overall volumes of traffic would be greater. We envisage using a one-way system via Ferry Road, East Marsh Lane and Chapel Field Road and constructing a new connection at South End to avoid traffic using Church Side.



Section 2: Above Ground Installations (AGIs)

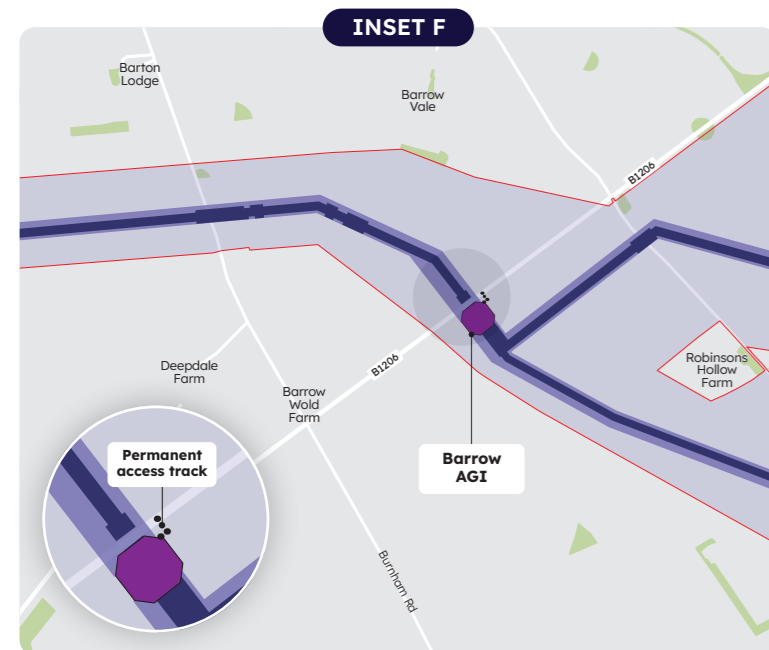


Winterton AGI

This would be a Block Valve Station AGI, to allow for maintenance of the pipeline. It would be around 80m x 70m.

The location and the surrounding area are agricultural fields. Access would be via a proposed permanent track from the minor road off the junction of Earls Gate Road and Mere Lane.

The nearest residential property is approximately 500m south.



Barrow AGI

This would be a Junction AGI, connecting the spur and main pipeline. It would be around 100m x 90m.

The location and the surrounding area are agricultural fields. Access would be via a new access point off the B1206.

The nearest residential property is approximately 550m west.

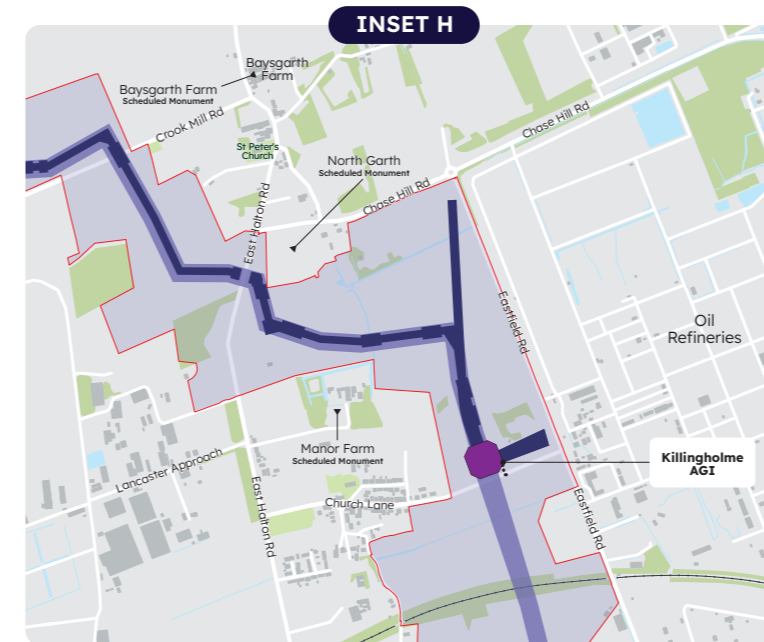


Croxton AGI

This would be an Inlet AGI, required to enable a future connection to a potential carbon capture project. It would be around 100m x 90m.

The location is within an agricultural field. The B1211 road is adjacent to the south, beyond which is the existing Melton Ross quarry. Access would be via a new access point off the B1211.

There are several Scheduled Monuments in this area. The nearest residential property is approximately 500m east.



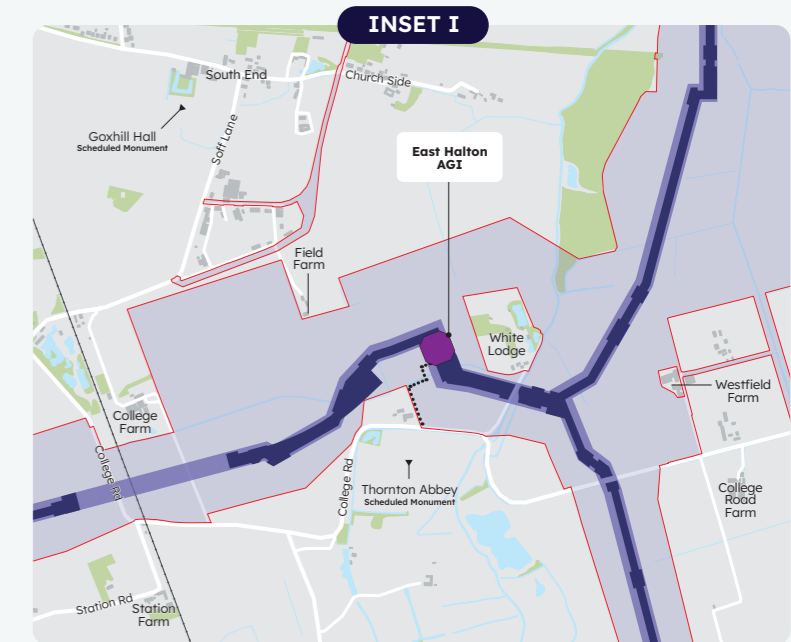
Killingholme AGI

This would be an Inlet AGI, required to enable a future connection to a carbon capture project. It would be around 100m x 90m. This single AGI replaces multiple AGIs that were proposed at the non-statutory consultation stage.

The location is within an agricultural field. To the east lies Eastfield Road, beyond which is the existing Lindsey Oil Refinery. Access would be gained via Church Lane.

The Manor Farm moated site Scheduled Monument is located approximately 350m North West. The Church of Saint Denys Grade I Listed Building is located 400m west.

The nearest residential property is approximately 180m west.

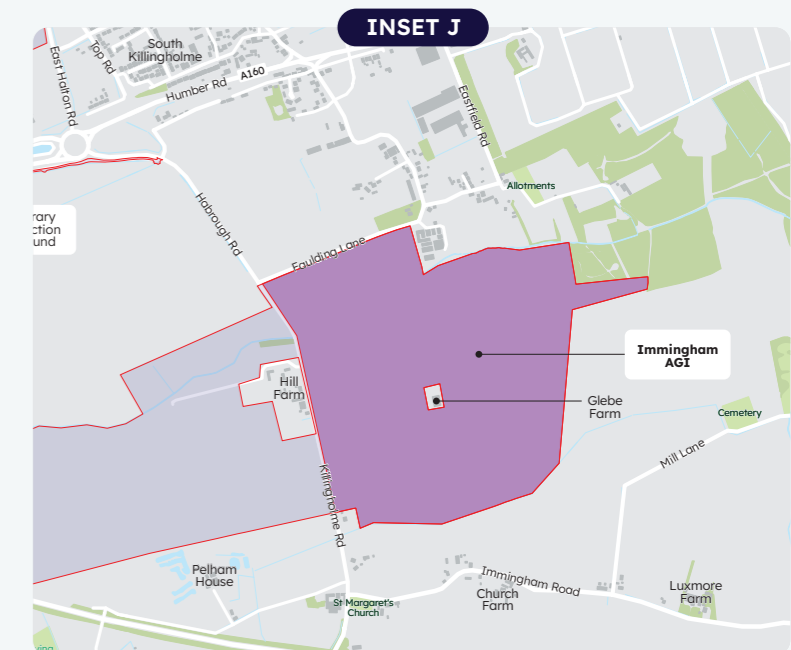


East Halton AGI

This would be a Junction AGI, connecting the spur and main pipeline. It would be around 115m x 140m. This is a new location, further west than was proposed in our previous consultation.

The location and the surrounding area are agricultural fields. Access would be via a new permanent access track from College Road.

The Thornton Abbey Scheduled Monument is located approximately 230m south. The nearest residential property is approximately 250m southwest.



Immingham AGI search area

In the Immingham area a Junction AGI would be required to connect the pipeline to other carbon capture pipelines, if needed in the future. It would be around 90m x 90m.

It is currently a 'search area' for the AGI. The project will continue to identify a suitable location within this area.

The 'search area' is within an agricultural field.

Key

- Draft Order Limits
- Indicative pipeline construction area
- Indicative Limits of Deviation
- Above Ground Installation (AGI)
- Area of search for Above Ground Installation
- Temporary construction compound
- Permanent access tracks

Section 3: Humber to the coast north of Easington

Section 3 continues from the north bank of the Humber near Paull and Thorngumbald, through to the coast north of Easington. This section is entirely within the East Riding of Yorkshire.

On the north bank we would set up a construction compound for the Humber crossing. This would be south west of Dark Lane.

To the south west of Thorngumbald the designs have evolved since our last consultation and we are now proposing an AGI further south, off Newlands Lane. This AGI would allow a spur to go north, to continue to provide a connection to the Salt End Chemicals Park.

At Salt End, two options for an AGI are identified. One option is within the Salt End Chemicals Park itself, the other is further south. The next page provides more details.

From the crossing of the River Humber, the draft Order Limits continue east running south of Thorngumbald, Keyingham and Ottringham.

South of Thorngumbald the draft Order Limits are wide to provide two corridors. The northern area, which does not have a pipeline construction area shown, would be used only for temporary works to enable stringing the pipeline.

An AGI is proposed between Patrington and Holmpton, in the agricultural fields to the north of Wakefield Lane.

North of the village of Easington, the proposed pipeline corridor connects to the Pump Facility which will transport the carbon dioxide offshore. Two locations are being considered, one to the north of the gas processing site and one to the west. One will be selected for the DCO application. See next page for details.

At the coast we are considering four different methods of routeing the pipeline under Dimlington Cliffs and the beach so that it can connect to the offshore pipeline. The methods would employ different technologies and have different impacts. The PEIR provides more details.

We will seek consent for the pipeline up to Mean Low Water Springs, beyond this point the pipeline out to sea and other infrastructure would be separately consented and are not part of this proposal.

Construction compounds

In this section 2 temporary construction compounds are identified:

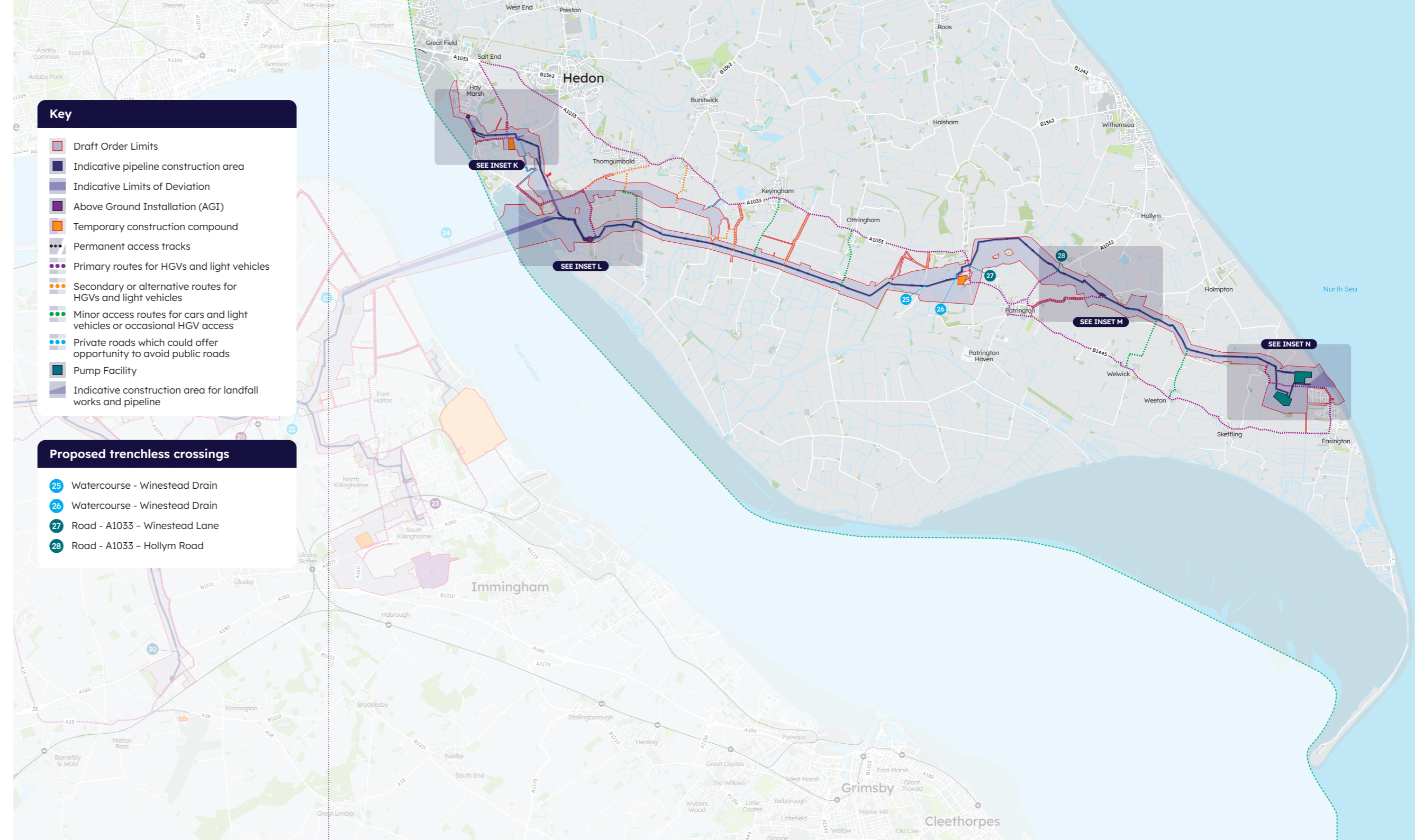
- Salt End / North East of Paull
- Winestead, off the A1033.

Routes for construction traffic

Within section 3 a number of roads are included in the draft Order Limits where we anticipate they may require some modifications to support construction traffic. Other roads are highlighted as potential routes to be used by construction traffic.

A number of options are shown in the Paull and Thorngumbald area to serve the works to facilitate the Humber crossing.

Subject to agreement it is proposed to use a private track through Rose Hill Farm to reduce flows through the villages. This is the same route we propose to use for the trial HDD.



Section 3: Above Ground Installations (AGIs)

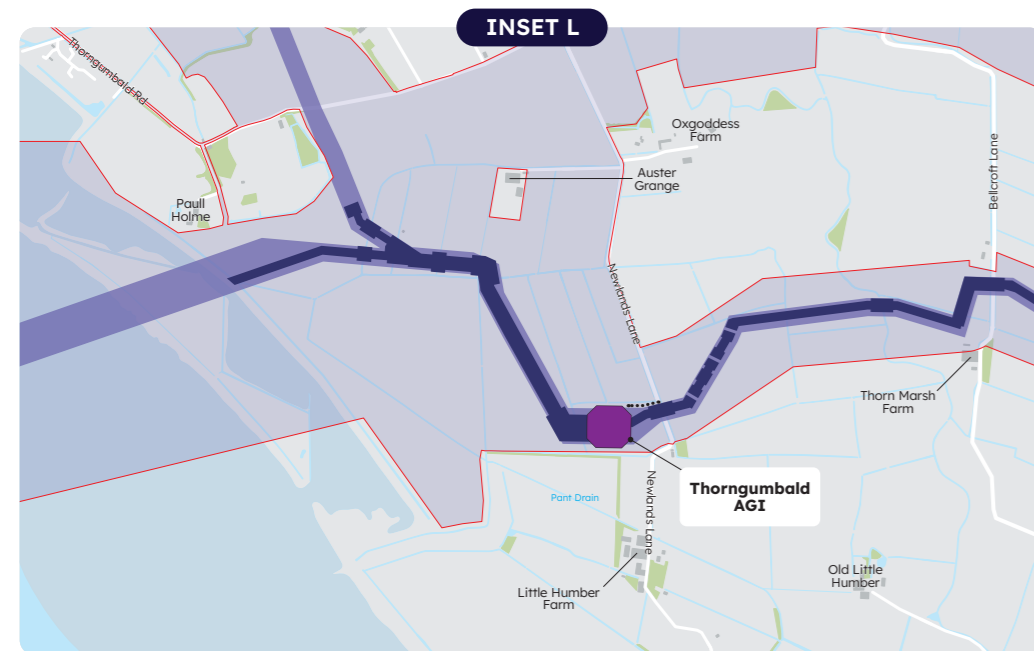


Salt End AGI

An Inlet AGI is required to enable a future connection to a carbon capture project. This would be around 100m x 90m. Two locations are being considered.

Option 1, our preferred location, is within the existing Salt End Chemicals Park, adjacent to the River Humber and Hedon Haven Main River. The Humber Estuary Ramsar, Special Protection Area (SPA), Special Area of Conservation (SAC) and Site of Special Scientific Interest (SSSI) is approximately 40m to the south. This site is close to potential future carbon capture projects and avoids the strategic development site to the south.

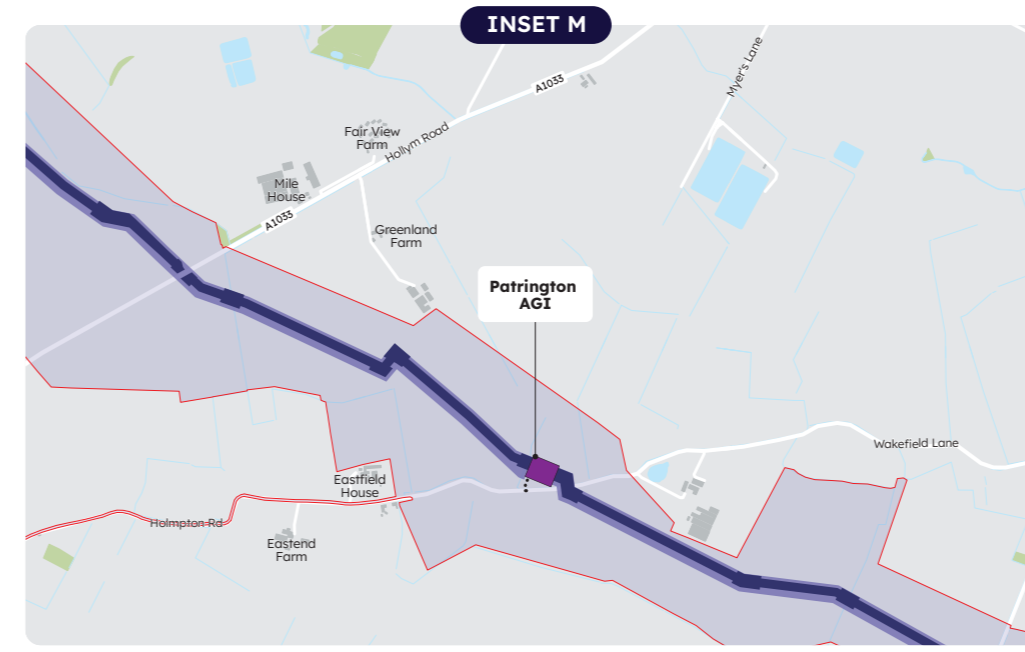
Option 2 is within an agricultural field; however this site has outline planning consent for a mixed-use and industrial development known as Humber International Enterprise Park. To the north is Hedon Haven Main River, beyond which is the existing Salt End Chemicals Park. The River Humber is further to the west. Access would be gained via a new permanent track from Main Street. Whilst this site is not the project's preference, it is retained for optionality.



Thorngumbald AGI

This would be a Junction AGI, connecting the spur and main pipeline. It would be around 115m x 140m.

The location is within an agricultural field. To the east is Newlands Lane, from which a new permanent access track would be constructed. The nearest residential property is approximately 300m southeast.

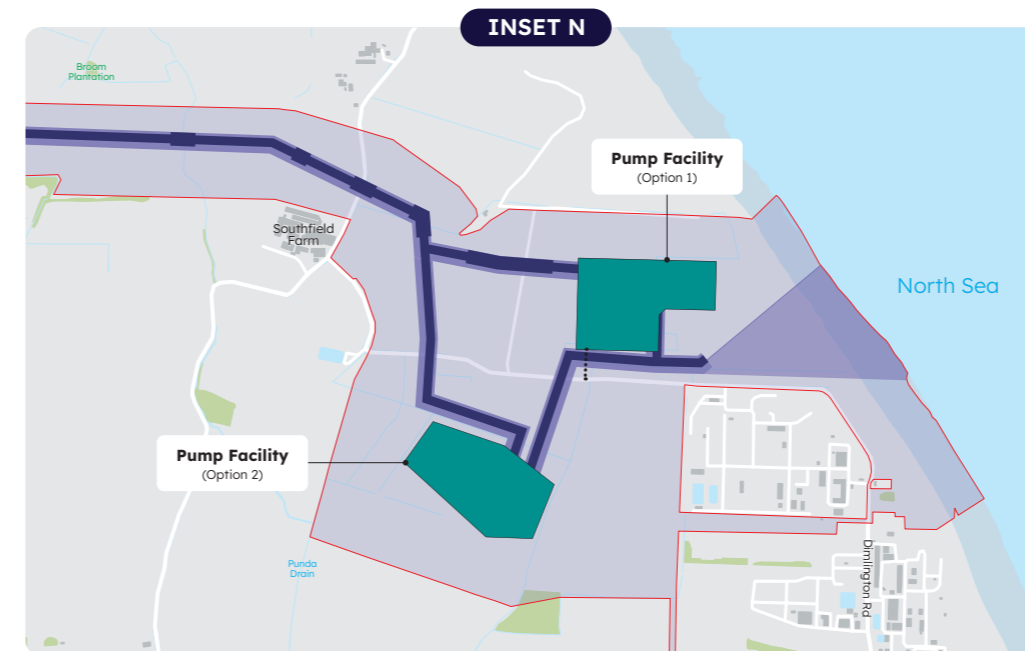


Pattrington AGI

This would be a Block Valve Station AGI, to allow for maintenance of the pipeline. It would be around 80m x 70m. The location is within an agricultural field.

Access would be gained via an access point from Wakefield Lane.

The nearest residential property is approximately 320m east.



Pump Facility

A Pump Facility is also required near the coast, north of Easington. This would be designed to increase the pressure of the carbon dioxide to enable onward transportation to the offshore storage site. Two locations are being considered.

Option 1 would be situated within the agricultural field to the north of the existing Perenco Gas facility, to the south of the existing wind turbines.

Option 1 is our preferred location as it is a more efficient design and a less constrained site.

Option 2 would be situated within the agricultural fields to the west of the existing Perenco Gas facility. This moves the Pump Facility further from Dimlington Cliffs.

The Pump Facility will require a power supply. We are looking at options for how this can be provided. It is currently anticipated that the power supply for the Pump Facility would be via a connection to the existing Salt End South Substation.

Key

- Draft Order Limits
- Indicative pipeline construction area
- Indicative Limits of Deviation
- Above Ground Installation (AGI)
- Temporary construction compound
- Permanent access tracks
- Pump Facility
- Indicative construction area for landfall works and pipeline

Environmental considerations

An Environmental Impact Assessment (EIA) is being undertaken to understand and identify the likely significant effects during the construction, operation and decommissioning phases of the project.

This involves gathering data on the existing environment via site surveys and desk-based sources and undertaking a series of assessments of the potential impacts. Where necessary, measures will be proposed to mitigate predicted adverse effects.

The results of the EIA will be provided in an Environmental Statement which will form part of the final application documents.

Preliminary Environmental Information Report

At this stage, and as part of this statutory consultation we have published our Preliminary Environmental Information Report (PEIR), and a non-technical summary on our website www.nephccp.co.uk. This provides details of our ongoing assessments and surveys and reports on our early stage work.



Topic	Overview of potential effects identified to date	How we would mitigate and manage these effects
Agriculture and soils	<ul style="list-style-type: none"> Potential temporary loss of agricultural land, limited to the construction phase, except where the AGIs and Pump Facility will be located. Disruption to individual agricultural land holdings during construction. 	<ul style="list-style-type: none"> The development of a Soil Management Plan to minimise degradation and compaction of soil during construction.
Air quality	<ul style="list-style-type: none"> Potential temporary and localised effects on air quality as a result of construction vehicle emissions. 	<ul style="list-style-type: none"> Implementation of a Construction Environmental Management Plan to control airborne pollutants.
Ecology and biodiversity	<ul style="list-style-type: none"> Potential impacts to designated ecological sites as a result of the construction works. 	<ul style="list-style-type: none"> Ongoing survey work is identifying valuable habitat, which will help to refine the design to avoid these sites.
Noise and vibration	<ul style="list-style-type: none"> Temporary noise and vibration as a result of construction activities (including at night in some areas) resulting in potential disturbance. Potential disturbance resulting from operational noise at the Pump Facility. 	<ul style="list-style-type: none"> Selection of low-noise equipment during the construction phase. Potential use of temporary acoustic barriers. Limiting night-time working.
Traffic and transport	<ul style="list-style-type: none"> Temporary increased traffic flows on local roads, as a result of construction traffic. Possible temporary increase in journey times for pedestrians, public transport users and drivers from congestion on local roads. 	<ul style="list-style-type: none"> Prioritising use of A-roads for construction traffic. Introduction of one-way system and passing places for construction vehicles where required. Implementation of a Construction Traffic Management Plan and a Public Rights of Way Management Plan.
Cultural heritage	<ul style="list-style-type: none"> Potential changes to historic landscape and the setting of designated sites during construction, and around the AGIs and Pump Facility during operation. Potential discovery of archaeology. 	<ul style="list-style-type: none"> Preservation by record of any archaeology found. Provision of landscape planting around the AGIs and Pump Facility to mitigate potential visual impacts.
Hydrology and land drainage	<ul style="list-style-type: none"> Temporary water quality effects where the pipeline crosses watercourses and construction works sites from potential runoff. Potential flood risk impacts to the project and surrounding land from a reduction in flood storage due to the AGIs and Pump Facility. 	<ul style="list-style-type: none"> Implementation of a Construction Environmental Management Plan to ensure best practice and minimise run-off. Ongoing drainage design to ensure no increase in flood risk.

For details of other topics please see the PEIR and PEIR Non-Technical Summary on our website

How do I find out more?

You can find out more about the project by visiting:



The HCCP project website which includes details of our proposals. We would recommend looking at our Documents page, which contains our PEIR, our Statement of Community Consultation (SoCC), and other consultation materials.



Local information points where you can review hardcopies of our brochure and SoCC and take away a hardcopy feedback form. A full list of these information points, and opening times, can be found on our website at www.nephccp.co.uk



In person consultation events These events are being held across the proposed pipeline route. **Details of the events can be found on page 1.**



Online events. We will be hosting webinars. If you wish to attend, please register before the event – you can register on our website or by sending the project team an email.

You can also contact our community relations team using the contact details below should you have any questions:



0800 024 1436

(Open Monday to Friday 9am to 5pm, please leave a voicemail outside of these times)



info@nephccp.co.uk



Freepost
FREEPOST NEP HCCP
(a stamp is not required)

Landowner contact information

If you are a landowner affected by the proposed pipeline you should have already received a letter from us.

If you would like to request a meeting, please get in touch with our dedicated team at Dalcour Maclaren on: **03330 918338** or via e-mail: HCCP@dalcourmaclaren.com

How do I give feedback?

We would like to hear your feedback on our revised proposals, which have been shaped by the feedback from the Summer 2024 non-statutory consultation.

Topics for feedback

There are several topics which we would especially like your feedback on, including:

- The overall Humber Carbon Capture Pipeline project
- The proposed draft Order Limits and indicative pipeline route
- The proposed Above Ground Installations (AGIs)
- The proposed Pump Facility
- Construction traffic routes
- Environmental mitigation
- Any other comment on the Preliminary Environmental Information Report (PEIR)
- Suggestions for community benefits and initiatives which we could support.

The deadline for submitting all feedback to this consultation is 23:59 on Wednesday 17 December 2025.

If you are posting your feedback to us using our **FREEPOST** service, please write the date on which the feedback was written on your form. Feedback submitted after the deadline may not be considered.

You can provide feedback in the following ways:



Online interactive map available on our website at www.nephccp.co.uk, where you can find a location and provide feedback specific to that place.



Feedback forms which can be filled in online, or downloaded and printed from our website. Hardcopy forms are also available at our events and deposit locations.



Email your feedback or a copy of your feedback form to us at info@nephccp.co.uk. If you are an affected landowner please give us as much information as possible about your landholding so we can easily identify you.



Posting any written feedback, including hardcopy feedback forms, to our freepost address at **FREEPOST NEP HCCP** (a stamp is not required and the address must be given in full)



Contact us

Phone: 0800 024 1436

(open Monday to Friday 9am to 5pm -
please leave a voicemail outside of these times)

Email: info@nephccp.co.uk

Freepost: FREEPOST NEP HCCP

(a stamp is not required)

