

Humber Carbon Capture Pipeline

Non-Statutory Consultation Feedback Report

Document Ref: 10607856-ARC-XX-XX-XX-XX-0004-P1-Non-Statutory Consultation Feedback Report

Revision: V2

OCTOBER 2025



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Version Control

Version	Date	Author	Checker	Reviewer	Approver
1	Feb '25	NK, AV	CA	JC	KS
2	Oct '25	NK, AV	CA	JC	KS

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Acronyms and Abbreviations

Abbreviation	Definition
AGI	Above Ground Installation
BECCS	Bio-energy Carbon Capture and Storage
BNG	Biodiversity Net Gain
CCS	Carbon Capture and Storage
DCO	Development Consent Order
DCLG	Department of Communities and Local Government
DESNZ	Department of Energy Security and Net Zero
ECC	East Coast Cluster
EIA	Environmental Impact Assessment
ES	Environmental Statement
HCCP	Humber Carbon Capture Pipeline
HLCP	Humber Low Carbon Pipelines
IDB	Internal Drainage Board
IJV	Independent Joint Venture
LPA	Local Planning Authority
MLWS	Mean Low Water Springs
MHWS	Mean High Water Springs
NSIP	Nationally Significant Infrastructure Project
NEP	Northern Endurance Partnership
NZNSS	Net Zero North Sea Storage Limited
PEIR	Preliminary Environmental Information Report
PRoW	Public Rights of Way
SSSI	Sites of Special Scientific Interest

1 Introduction

1.1 Background to the Project

- 1.1.1 The Humber Carbon Capture Pipeline (HCCP, or 'the Project') is being developed by Net Zero North Sea Storage Limited (the Applicant), which is the promoter entity for Northern Endurance Partnership (NEP). NEP is an independent joint venture (IJV) with shareholders comprising bp, Equinor and TotalEnergies and was formed to develop the carbon dioxide transportation and storage infrastructure to serve a diverse range of industries in the Teesside and Humber regions.
- 1.1.2 HCCP comprises a proposed underground, onshore pipeline with associated Above Ground Installations (AGIs) and Pump Facility that would transport carbon dioxide produced by industrial projects and power generating facilities in the Humber region to offshore storage in the North Sea. The Project forms part of the East Coast Cluster (ECC) and is crucial to achieving net zero in the Humber; the UK's most carbon-intensive industrial region.
- 1.1.3 The pipeline would run between the Drax area in North Yorkshire to the coast north of Easington in the East Riding of Yorkshire. A large section of the pipeline falls in North Lincolnshire and a small section within North East Lincolnshire. The onshore pipeline would connect to an offshore pipeline to continue the transportation of the carbon dioxide to a saline aquifer under the North Sea (known as the Endurance Store). The Project encompasses the works required onshore and up to the Mean Low Water Springs (MLWS) point north of Easington. The offshore pipeline is subject to separate consenting process and is not part of the Project.
- 1.1.4 National Grid Ventures was previously part of NEP and promoted the Humber Low Carbon Pipelines (HLCP) project, which proposed developing hydrogen and carbon dioxide pipelines between Drax in North Yorkshire and the coast north of Easington in East Riding of Yorkshire. The HLCP project undertook EIA Scoping in April 2022 and Statutory Consultation in October 2022.
- 1.1.5 The HLCP project is no longer progressing, and National Grid Ventures has since left NEP. The Project is different to HLCP, notably as only carbon dioxide would be transported, however there are some similarities in the route. The Project has taken into account feedback (where relevant) that was previously received by National Grid during the consultations on the HLCP project.

1.2 The Non-Statutory Consultation Process

1.2.1 The Project is a Nationally Significant Infrastructure Project (NSIP) and will require a Development Consent Order (DCO). Pre-application consultation is an important part of the NSIP process, and the guidance recognises that “Effective pre-application consultation is key to developing well prepared applications that are understood by the public.” (Guidance on the pre-application stage for Nationally Significant Infrastructure Projects, April 2024). The Applicant is committed to consulting communities and stakeholders throughout the application process and, going forward, to delivery.

1.2.2 During summer 2024 a non-statutory consultation was held to gather feedback on the proposed routeing of the pipeline and the associated proposed AGIs, Pump Facility and temporary construction compounds. This consultation exercise took place at a relatively early stage in the Project and was designed to enable residents, landowners and stakeholders to learn more about the Project and help to shape the final proposals.

1.3 Purpose of this Report

1.3.1 This report documents the non-statutory consultation undertaken from 9 July to 20 August 2024. It sets out the purpose and aims of the consultation and summarises the feedback received. Importantly it also explains how the comments made have been considered by the Project team. Please note that the commentary provided in response to the comments raised during the non-statutory consultation reflects the status of the Project as of October 2025 and when discussing amendments made post consultation, refers to the proposals and draft Order Limits as published for statutory consultation.

1.3.2 Following this introduction:

- Chapter 2 summarises the non-statutory consultation process
- Chapter 3 explains the format of the 2024 non-statutory consultation
- Chapter 4 explains the feedback that was sought and the overall level of response received
- Chapters 5 to 21 summarise the comments received on a topic-by-topic basis

1.3.3 Chapter 22 explains the design changes that were made in response to the feedback received and summarises the next steps.

2 Approach to Consultation

2.1.1 This section outlines the approach to non-statutory consultation on the Project. It details the method and approach taken to consultation and engagement at this early stage of the pre-application process.

2.2 Consultation Purpose

2.2.1 The purpose of the non-statutory consultation was to introduce NEP, present the initial plans for the Project and give local communities and interested stakeholders the opportunity to tell us what they think at an early stage.

2.2.2 The feedback received helped to define and refine our plans for the proposed pipeline and ensure we complete our Project in the most sympathetic manner.

2.3 Consultation Strategy

2.3.1 In order to provide a framework for an accessible and inclusive consultation process, a Consultation Strategy was prepared. This set out details of the proposed approach to consultation and, in particular considered the requirements of the Planning Act 2008, guidance from the Department for Communities and Local Government (DCLG), guidance provided by the Government's Consultation principles (2018), and the Gunning Principles (1985). The Gunning principles are that:

- Consultation must take place when the proposal is still at a formative stage.
- Sufficient reasons must be put forward for the proposal to allow for intelligent consideration and response.
- Adequate time must be given for consideration and response.
- The product of consultation must be conscientiously taken into account.

2.3.2 An important aspect of the Consultation Strategy is to ensure consultation activities are planned to be accessible and inclusive, to ensure that NEP is able to engage with as wide a demographic as possible. For the non-statutory consultation, this was done through a variety of means, including making sure that documents were available upon request in a variety of formats including larger font and other languages, as well as ensuring that all venues were fully accessible, including accessible bathrooms.

2.3.3 The Consultation Strategy was discussed in outline terms in meetings with the North Yorkshire Council, North Lincolnshire Council and East Riding of Yorkshire Council and was well received. The full strategy was shared with them by email in June 2024 and no further feedback was received.

2.4 Approach

2.4.1 The COVID-19 pandemic taught us that consultation and engagement can continue, even when face-to-face interaction is not possible. Therefore, to make this consultation as accessible as possible to those living and working in the area, we prioritised digital engagement as part of this non-statutory consultation.

2.4.2 Online activities were optimised to support access from mobile devices, such as phones, tablets, and laptops/computers. More information on our digital approach to consultation and associated activity is detailed further on.

2.4.3 NEP also recognised that many people, especially those who are digitally excluded, would prefer to engage with the Project in person. Therefore, we held ten in-person events across the proposed pipeline corridor and produced hardcopies of our consultation materials, which were made available at the events, by post on request, and at information locations near the proposed corridor.

2.5 Developing the Consultation Approach

2.5.1 In advance of the consultation, pre-consultation briefing meetings took place with the host local authorities. The details of these meetings are outlined in the table below. These meetings were an opportunity to introduce the Project team, explain the Project and its role in decarbonising local industrial emitters, and provide an overview of NEP's proposed approach to consultation.

Table 2-1 – LPA Briefings

Stakeholder	Meeting date
North Lincolnshire	1 st May 2024
North Yorkshire	16 th May 2024
East Riding of Yorkshire	4 th June 2024
North East Lincolnshire	23 rd July 2024

2.5.2 In addition to meeting with council officers at these host authorities, and discussing our approach to consultation, we also offered briefing sessions o elected members. Meetings were held with councillors from two of these local authorities, details outlined below. These discussions also outlined and sought feedback on the approach to consultation.

Table 2-2 – Councillor Briefings

Stakeholder	Meeting date
North Lincolnshire councillors	23 rd July 2024
North Yorkshire councillors	23 rd July 2024

3 Overview of the Non-Statutory Consultation Process

3.1.1 This section provides an overview of the non-statutory consultation stage. The consultation ran for six weeks from 9 July to 20 August 2024.

3.2 Who was Consulted?

3.2.1 A Consultation Zone was defined as comprising all residential and commercial addresses within 500 metres of the route corridor, including associated spurs and compound areas. Publicity for the consultation was focussed in this area and comprised email, postcards, print and digital advertising, and posters in the local area. Appendix C highlights this area.

3.2.2 Notification of the consultation period was particularly targeted at specific local stakeholders and groups including:

- Local communities and elected representatives: Households and businesses in the defined Consultation Zone and their elected representatives (including MPs, councillors, and parish councils).
- Landowners whose land may be affected by the Project.
- Special and local interest groups: such as wildlife trusts, professional bodies, pressure groups, and organisations who may want to comment on the proposals because of their area of interest or specialism.
- ‘Seldom heard’ groups: Groups considered seldom heard include young people, old people, people with physical disabilities or learning difficulties, and people for whom English is not their first language. During the consultation the Project team sought to identify interested parties to include in future engagement.
- Prescribed consultees: Although this consultation was non-statutory, a range of consultees drawn from the list in Schedule 1 of the Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 were contacted. This included statutory bodies such as Natural England, Historic England and the Environment Agency as well as the parish councils.

3.2.3 In addition, a wide range of community and other non-statutory stakeholders were identified and notified of the consultation. A full list of these community and non-statutory stakeholders can be seen in Appendix D.

3.3 Notification and Publicity

3.3.1 At the start of the consultation, a consultation postcard was distributed to 4,940 residential and commercial addresses within the Consultation Zone (see Appendix C).

3.3.2 The consultation postcard provided a brief description of the Project and the proposed pipeline route, listed the dates of the in-person consultation events and directed people to the project website for more information and to provide feedback. A copy of the postcard is included in Appendix B.

3.3.3 On the day the consultation launched, emails were sent out to stakeholders to notify them of the consultation. This included the identified statutory consultees outlined above in Section 1.9, and other relevant groups. Emails were also sent to 13 Members of Parliament, the five host local planning authorities, and 63 parish councils to notify them of the consultation start and finish dates and inviting their feedback. A full list of these stakeholders can be seen in Appendix D.

3.3.4 Posters publicising the consultation were also sent to information points.

3.4 Press Release

3.4.1 A press release was issued at the beginning of the consultation period to notify people that the non-statutory consultation had launched. It also provided an explanation of the proposals, told people where they could find more information and detailed the event dates and times. This press release was issued to nine publications. See Appendix E for a copy of the press release.

3.5 Print and Digital Advertising

3.5.1 A publicity campaign spanning the length of the consultation encompassed print and digital advertising. Table 3.1 provides details of the advertising that took place.

3.5.2 Two print advertisements were published in regional/local newspapers – one at consultation launch, announcing the start of the consultation period, and another during the consultation period.

- 3.5.3 Digital adverts publicising the start of the consultation period were published in Lincolnshire Today. Images of adverts in-situ can be seen in Appendix A.
- 3.5.4 In the lead up to consultation launch and throughout the consultation period, posts were issued via NEP’s LinkedIn and Twitter pages. These publicised consultation events and shared a link to the project website.

Table 3-1 – Media Advertising

Print advertising dates and detail	Media outlet
Two adverts appearing on 11th and 18th July	Yorkshire Post
Two adverts appearing on 11th and 18th July	Selby Times
Two adverts appearing on 11th and 18th July	Grimsby Telegraph
Two adverts appearing on 11th and 18th July	Scunthorpe Telegraph
Two adverts appearing on 11th and 18th July	Hull Daily Mail
Two adverts appearing on 11th and 18th July	Goole Times
Two adverts appearing on 11th and 18th July	Holderness and Hornsea Gazette
Two adverts appearing on 11th and 18th July	Pontefract and Castleford Express
Advert appeared online for the entire consultation period 11th July to 20th August	Lincolnshire Today

3.6 Consultation Methods

- 3.6.1 A variety of materials were created for this consultation as detailed in Table 3.2. Collectively, these publicised the consultation and provided detail about the proposals. Materials were written and produced so they were easy to understand, and images and diagrams were used to make them more accessible. Copies of all materials are included in Appendix B.

Table 3-2 – Consultation Materials

Material	Details
Postcard	Notifying residents and businesses within 500m of the proposed pipeline corridor that the consultation is open, when and where the events are taking place, and sharing the key details – email address, website address and phone number.

Material	Details
Poster	Advertising that the consultation is open, when and where the events are taking place, and sharing the key details – email address, website address and phone number.
Brochure	Non-technical information brochure providing information on the Project and specific topics, such as the proposed pipeline corridor, Above Ground Installations, Pump Facility, construction, the planning process and environmental considerations.
Website	The Project website (www.nephccp.co.uk) was a key source of information during the consultation and one of the two main ways to provide feedback. It held all consultation materials and supporting documentation.
Exhibition Boards	Available both digitally and in hard copy format, the exhibition boards presented the same information that was featured in the brochure in a more visually appealing way and including large format plans.
Feedback form	Available both digitally and in hard copy format, this provided a structured way for people to provide their feedback
Interactive route map	Hosted on the Project website, the interactive route map allowed respondents to give their feedback on a specific section of the route, as well as view the route on a detailed, zoomable, moveable map.

3.7 In Person and Online Events

3.7.1 A dynamic approach to consultation events was adopted to cover the broad project area and ensure that events were as accessible as possible to consultees of all ages and lifestyles. As such, events were organised in the following way:

- 10 in-person events were held across the Consultation Zone.
- Events were held on afternoons/evenings and Saturdays to provide adequate opportunity for those who may work during the week and were unable to attend a daytime event.
- An online webinar event was available for those who may not have wished to, or were unable to, travel to and attend an in-person event.

- 3.7.2 The events were publicised as drop-in events, which meant people were encouraged to stop by at a time convenient for them, to have individual conversations with members of the project team. The in-person events were held at venues selected based on their proximity to the preferred route corridor and prominence within local communities, disabled access, and available parking. All venues were subject to a thorough health and safety check. A list of the in-person and online consultation events is provided in Table 3.3.
- 3.7.3 The events included project team representatives from a range of technical and non-technical disciplines (including a mix of specialists from the engineering, lands and community engagement teams) so that a broad range of queries from attendees could be responded to. Key project materials were available at in person events, including display panels explaining the Project, and large-scale maps were also made available (both shown in Appendix B). Photographs from physical events can be seen in Appendix F.
- 3.7.4 In total, 395 people attended the non-statutory consultation events.

Table 3-3 – Event Attendance

Location	Date and Time	Attendance
West Halton Village Hall, Coleby Road, West Halton, Scunthorpe DN15 9AP	Tuesday 16 July 2024 4-8pm	66
Goxhill Memorial Hall, 65 Chapel Street, Goxhill, Barrow-upon-Humber DN19 7JJ	Wednesday 17 July 2024 4-8pm	86
Easington Community Hall, The Square, Easington, East Yorkshire HU12 0TU	Thursday 18 July 2024 4-8pm	15
Rawcliffe Village Hall, Station Road, Rawcliffe, Goole DN14 8QR	Saturday 20 July 2024 10am-2pm	18
Drax Village Hall, 38 Castle Hill Lane, Drax, Selby YO8 8NP	Monday 22 July 2024 4-8pm	32
Paull Village Hall, 67 Main Street, Paull, Hull HU12 8AW	Wednesday 24 July 2024 4-8pm	28

Location	Date and Time	Attendance
South Killingholme Community Centre, Moat Lane, South Killingholme, Immingham DN40 3EU	Thursday 25 July 2024 4-8pm	46
Wootton Village Hall, Swallow Lane, Wootton, Ulceby DN39 6SG	Saturday 27 July 2024 10am-2pm	41
Crowle Community Hall, Woodland Avenue, Crowle, Scunthorpe DN17 4LL	Tuesday 30 July 2024 4-8pm	22
Garthorpe Village Hall, Shore Road, Garthorpe, Scunthorpe, North Lincolnshire DN17 4AD	Wednesday 31 July 4-8pm	21
Online Webinar	Tuesday 6 August 6-7pm	20

3.8 Deposit Locations

3.8.1 In addition to materials being available on the website and on request, copies of consultation brochure and feedback forms were deposited at high footfall information points, such as libraries, across the Consultation Zone. These are set out below in Table 3.4

Table 3-4 – Deposit Locations

Location	Venue
Crowle Community Library / Community Hub	Crowle Community Hub, The Market Hall, Market Place, Crowle, North Lincolnshire DN17 4LA
Grimsby Central Library	Grimsby Central Library, Town Hall Square, Grimsby DN31 1HG
Immingham Library	Immingham Library, Civic Centre, Pelham Road, Immingham DN40 1QF
Brigg Library	Brigg Community Hub, The Angel, Market Place, Brigg, North Lincolnshire DN20 8LD

Location	Venue
Barton Library	Baysgarth Community Hub, Baysgarth Park, Brigg Road, Barton upon Humber, North Lincolnshire DN18 5DT
Goxhill Library	The Parish Room, Howe Lane, Goxhill, Barrow-upon-Humber, North Lincolnshire DN19 7HS
Winterton Library	54 West Street, Winterton, Scunthorpe, North Lincolnshire DN15 9QF
Broughton Library	The Ivan Glover Library, 59 High Street, Broughton, Brigg, North Lincolnshire DN20 0JX
Goole Library	Carlisle Street, Goole DN14 5DS
Hedon Library	31 St Augustine's Gate, Hedon, Hull HU12 8EX
Howden Library and Customer Service Centre	69 Hailgate Howden, DN14 7SX
Snaith Library	27-29 Market Place, Snaith, Goole DN14 9HE
Withernsea Library	Queen Street, Withernsea HU19 2HH
Selby Library	52 Micklegate Street, Selby YO8 4EQ

3.9 Enquiries and Information

3.9.1 NEP provided a dedicated contact team for the duration of the consultation. They were accessed via the contact details below and this contact information was publicised widely in consultation materials.

Freephone: 0800 024 1436

Email: info@nephcp.co.uk

3.9.2 Five telephone queries and 30 email queries (not including consultation responses submitted via email) were received during the consultation period.

3.10 Requests for Documentation

3.10.1 Consultation materials were available to download from the project website. On request, the project team provided hard copies of consultation materials, including the consultation brochure, feedback form and copies of project maps. No such requests were received via the freephone.

4 Overview of Feedback Received

4.1 Format of Feedback

4.1.1 A variety of methods for providing feedback were made available and advertised, including:

- Sending an email with comments to the project inbox at info@nephccp.co.uk
- A hardcopy feedback form which could be filled out at events or sent to the inbox above. Pre-stamped, pre-addressed envelopes were also available.
- An online feedback form which could be accessed on the project website at www.nephccp.co.uk
- An interactive map, also available on the project website, where people could leave comments, filtered by theme, at specific locations on the map.

4.1.2 The non-statutory consultation asked for:

- Overall feedback on the proposed route corridor for the project
 - Feedback on areas where the HCCP could create new green jobs and contribute positively to the local community
 - Views on each route corridor section we had identified along the pipeline, to provide location-specific feedback on proposals. For this propose the corridor was split into three sections, as follows:
 - Section 1: Drax to the eastern bank of the River Trent
 - Section 2: River Trent to the northern bank of the River Humber
 - Section 3: Northern bank of the River Humber to north of Easington
 - Views on the proposed AGIs in each route corridor section, including on different options in the Drax area
 - Overall comments on our proposals or any other issues people felt we needed to be aware of.

4.1.3 The following data was also collected:

- Name
- Postcode
- Email and option to register for future updates on the proposals
- Option to respond on behalf of an organisation.

4.1.4 To understand how to improve our consultation next time, we also asked for:

- Overall comments on the consultation
- Suggestions for future stages of consultation.

4.1.5 In gathering this information full regard was paid to data protection.

4.2 Overall Response

4.2.1 In total, 109 pieces of feedback were received. This included 10 pieces via the interactive map, 43 online feedback forms, 19 hardcopy feedback forms, and 37 pieces of email feedback

4.3 Approach to Analysis of Feedback

4.3.1 The remainder of this report provides a summary of the comments provided on the feedback form (both online and hard copy), map comments and emails. Also included is feedback received direct from landowners and land agents during the non-statutory consultation period, via the Applicant's instructed land agents, Dalcour MacLaren.

4.3.2 Within this report, feedback has been grouped, summarised and paraphrased into key issues and themes in order to provide a manageable summary. In doing so every effort has been made to retain the sentiment of the original feedback. The issues reported in the tables that follow may have been raised by more than one respondent.

4.3.3 For each issue recorded, a response is provided in the right-hand column of the tables that follow. This response explains how the comment has been actioned by the Applicant – for example by explaining how the issue raised has been considered in the engineering design, in assessments undertaken or how the comment has been followed up with further engagement. In cases where the comment has resulted in a change to the design or routing of the proposed pipeline this is clearly stated.

4.3.4 *Please note that the responses to comments reflect the status of the Project as at October 2025 and refer to the proposals and draft Order Limits as they will be published for statutory consultation. *

5 Comments of Support

- 5.1.1 A number of supportive comments were received both in relation to the wider context of decarbonisation and more specifically in relation to the HCCP proposals.
- 5.1.2 Notably the following expressed support for the Project:
- Humber Energy Board
 - Drax Bioenergy and Carbon Capture (BECCS) Project
 - Centrica
 - Cadent
 - Various local residents and ward Councillors.
- 5.1.3 Support was also expressed from other industries with a desire to potentially connect to the pipeline in the future. Some members of the public also conveyed support for the Project.

Table 5-1 – Supportive Comments

Ref	Respondent	Comment/issue	Applicant Response
5.1.1	Humber Energy Board	<p>Emphasised that the delivery of CO₂ transport and storage networks is critical to the success of industrial decarbonisation in the region and welcomed the plans set out in the consultation.</p> <p>Notes the proximity of HCCP to the Viking CCS project and encourages NEP and Viking CCS to continue collaborating to explore how CO₂ transport and storage networks can be optimised for the Humber region.</p> <p>Considers that a connection between the two networks would present considerable advantages.</p>	<p>Support is welcomed.</p> <p>The HCCP project design would enable a connection to other carbon dioxide pipeline networks if required in the future.</p>
5.1.2	Drax BECCS	<p>Notes that a pipeline will be a key enabler for the deployment of the BECCS Project as well as providing a wider opportunity to help decarbonise other industrial emitters in the Humber area, cumulatively representing a major contribution towards government net-zero targets.</p> <p>Considers that a connection between the HCCP and Viking CCS networks would be beneficial.</p>	<p>Support is welcomed.</p> <p>The HCCP project would enable a connection to other carbon dioxide pipeline networks if required in the future.</p>
5.1.3	Centrica	<p>Confirmed support for the NEP carbon capture line and strong support for decarbonisation of industry in the Humber region creating a greener and fairer future for all. Supportive of this development and decarbonisation of industry in the Humber region.</p>	<p>Support is welcomed.</p>

Ref	Respondent	Comment/issue	Applicant Response
5.1.4	Cadent	Cadent views carbon transportation infrastructure as a vital in the region to enable industry and power to decarbonise to meet 2050 net zero targets and to drive the UK's decarbonised power grid target of a clean electricity system by 2030. Cadent fully endorses NEP's plans to develop a CO ₂ pipeline to the Endurance Field from the Humber industrial cluster.	Support is welcomed.
5.1.5	Saint Gobain Glass	Notes that their plant is outside the proposed CO ₂ pipeline and cannot connect directly to it. Therefore, would welcome and encourage the possibility to connect to a pipeline. Alternatively transport and disposal of captured CO ₂ via road or rail offloading is also of interest.	Support is welcomed. The current proposal does not include for disposal points.
5.1.6	Member of the public	Several comments of support for proposals from residents who noted that HCCP will help to deliver carbon reduction policies set out in the NPPF, UK Clean Growth Strategy, Environment Bill, Humber Clean Growth Local White Paper, North Lincolnshire Core Strategy and Local Plan Preferred Options.	Support is welcomed.
5.1.7	Local Ward and Parish Councillors	Comments noted that ward and parish councillors are supportive and recognise the benefits of carbon capture. However, Councillors would appreciate additional engagement as the Project progresses.	Support of Ward Councillors and Parish Councillors is welcome. The Applicant will engage further with all Councillors as more information is available and will ensure Councillors are fully briefed ahead of the statutory consultation.

Ref	Respondent	Comment/issue	Applicant Response
5.1.8	Member of the public	Support from members of the public and request to involve knowledgeable local residents (including ex pipeline engineers) in the design.	Residents are encouraged to review the pipeline proposals further at the statutory consultation stage when there will also be face to face events where people can speak to the project team.
5.1.9	Member of the public	Supportive comment that the route chosen looks unlikely to run close to dwellings and that trenchless crossings for roads will ensure minimal disruption for residents.	Support is welcomed.
5.1.10	Member of the public	Positive comment noting that the routing makes most of the open ground between Paull and Easington, for the most part avoiding buildings and structures	Support is welcomed.
5.1.11	North East Lincolnshire Council	The Council commented that they had no comments to make at non-statutory consultation stage due to the limited information available affecting the Borough at this time.	The Applicant will continue to engage with North East Lincolnshire Council as the Project progresses.

6 Comments on Pipeline Routeing and Operation

- 6.1.1 A range of feedback was provided around the routeing of the pipeline as shown at non-statutory consultation stage.
- 6.1.2 Table 6.1 sets out these comments and provides a response to each.
- 6.1.3 Please see also the section on impact to communities, land and properties for overlapping comments.

Table 6-1 – Comments on the Proposed Pipeline Route and Operation of the Pipeline

Ref	Section	Respondent	Comment/Issue	Applicant Response
6.1.1	Section 1	Member of the public	Questions around why the pipeline does not connect to Goole. Notes that in the next few years, Goole is going to really expand in terms of industry.	The HCCP route has been designed to enable a connection to the carbon capture projects that were shortlisted by the Department for Energy Security and Net Zero (DESNZ) in the cluster sequencing process in August 2022. Projects in Goole were not on this list. However, the HCCP route and AGI locations are such that links to additional projects could potentially be facilitated if/when directed by DESNZ.
6.1.2	Section 1	Member of the public	Comment that the route of the main pipeline should be more direct around West Halton with a vertical corridor to Keadby.	At non-statutory consultation stage, the proposed route corridor dipped down to Eastoft. The draft Order Limits published for statutory consultation show a more direct route to West Halton, with a spur to Keadby. The route was evolved following technical review, and is now more direct, as suggested in this comment.
6.1.3	Section 1	Member of the public	Objection to running the pipeline through the rural areas proposed in Section 1, particularly from Eastoft to the Trent. Concerned that the pipeline does not benefit local residents but that the area will have disruption and risk due to carbon dioxide piped near homes. Concerned that this area has made its fair share of contribution to the Government's	The draft Order Limits exclude individual properties. The routing of the pipeline maintains an appropriate distance from all settlements and has been designed in accordance with all relevant legal requirements and best practices, including the Pipelines Safety Regulations (PSR) 1996 and the Pressure Systems Safety Regulations 2000 (PSSR) published by the HSE, as well as PD 8010-1 and PD 8010-3, which follow the requirements and recommendations of the HSE.

Ref	Section	Respondent	Comment/Issue	Applicant Response
			green targets by hosting wind farms and pylons.	
6.1.4	Section 2	Member of the public	Questions around why the pipeline does not go to Scunthorpe.	The HCCP has been designed to enable a connection to the carbon capture projects that were shortlisted by the Department for Energy Security and Net Zero (DESNZ) in the cluster sequencing process in August 2022. Projects in Scunthorpe were not on this list. However, the principle of the HCCP is that the design is flexible to potentially facilitate links to additional projects if/when directed by DESNZ.
6.1.5	Section 2	Member of the public	Humber River Crossing is unnecessary - use the existing Feeder 9 tunnel from Paull to Goxhill.	Unfortunately, it is not possible for the existing tunnel to be re-used. The funding for Feeder 9 was via the gas regulated business and so it can only be used for purposes connected with National Gas Transmission's regulated business. Re-using the tunnel would not be possible for technical and safety reasons.
6.1.6	Section 3	Member of the public	Concerns about the route suggested around Patrington and Saltend – instead suggestion that the HCCP should follow the existing southern route of the high-pressure gas pipelines.	The proposed route of the pipeline in the Patrington/Saltend area is informed by a number of factors, including a desire to route the pipeline away from communities, to avoid development land and to avoid low lying land which is prone to waterlogging and flooding.
6.1.7	Section 3	Member of the public	Concern that the proposed location of the temporary construction compound near Paull is in the wrong place and	No suitable location exists in the vicinity of the British Gas Paull AGI due to the presence of numerous pipelines all around the AGI. Work is not possible over nor near those pipelines.

Ref	Section	Respondent	Comment/Issue	Applicant Response
			should instead be near the British Gas Paull AGI on Thorngumbald Road.	
6.1.8	n/a	Member of the public	Query around the level of maintenance that will be required on the pipeline once it has been installed.	<p>The pipeline will be designed, constructed, operated and maintained in accordance with relevant industry codes of practice, standards and recommended practice.</p> <p>Only small sections of the pipeline within the boundary of some AGIs would be above ground, to allow for operational maintenance access and monitoring.</p> <p>Once construction is complete and prior to commencing operation, the pipeline would be inspected and cleaned using a Pipeline Inspection Gauge (PIG). An initial survey would be undertaken following commencement of operations and then approximately every five years</p> <p>All AGIs would be continuously remotely monitored via equipment installed in the AGIs. The AGIs would be visited infrequently (around once per month) for maintenance.</p> <p>Further details are provided in the PEIR, Chapter 2.</p>
6.1.9	n/a	Member of the public	Several requests for information on the working pressure of the pipeline and the size of the pipeline. Also queries around whether the carbon dioxide will	<p>The pipeline would be approximately 66cm in diameter. The pipeline required for the spur lines would be up to approximately 30cm in diameter.</p> <p>The pipeline is designed to transport up to 17 million tonnes of carbon dioxide per year. The pipeline would transport carbon dioxide in dense phase (a highly compressed fluid that</p>

Ref	Section	Respondent	Comment/Issue	Applicant Response
			be transported in dense phase or as still gas.	demonstrates properties of both liquid and gas). The expected design pressure for the pipeline and AGIs is 150barg, and the maximum allowable pressure is expected to be 136barg.
6.1.10	n/a	Member/s of the public	Various questions around the tariff /charges/commercial viability for transporting carbon dioxide or around the implication on pricing if emitters do not capture the envisaged amount of carbon dioxide or carbon capture projects do not progress. Also, questions and comments around the liabilities if the Project (or the associated off-shore element) is delayed.	Questions not relevant to DCO consultation
6.1.11	n/a	Phillips 66	Concern that the 2030 timeframe is highly unlikely to be attainable. Expresses the view that the scale of the development, alongside the Humber River crossing (where the planned crossing technique is yet to be determined) will probably extend this by several years.	An updated programme is provided within the statutory consultation materials. This envisages the first phase of the pipeline being operational from 2032.

Ref	Section	Respondent	Comment/Issue	Applicant Response
6.1.12	n/a	Member of the public	Concern that there has been no study of the cumulative impact of multiple carbon capture installations on amine pollution.	This Project is providing the transportation network for carbon dioxide, not the carbon capture facilities or technology. These issues are therefore not relevant to this Project.
6.1.13	n/a	Member of the public	Concern that the timeline for laying the pipeline under the River Humber is not fully understood as various techniques are being considered.	Two techniques are being considered – a traditional tunnelling technique and a horizontal directional drilling (HDD) technique. The timeline stated takes account of the worst case scenario (which is the tunnel), as this would take longer to construct.
6.1.14	n/a	Member of the public	Will there be any night works?	Twenty-four-hour working would be required to align with critical work activities such as tunnelling, boring, testing or works associated with offshore interfaces. The timing of construction works would take account of environmental sensitivities, including residential and commercial properties. Further details are provided in the PEIR, Chapter 2. Working hours will be considered in the assessments undertaken for the EIA and commitments set out to ensure appropriate notification to communities
6.1.15	n/a	Member of the public	Will the land impacted by workings to install the pipeline be returned to "as is" condition?	Yes, where practicable the Project will return land to its previous condition. However, there will be permanent land take at the AGI and Pump Facility locations. In areas where land is used for biodiversity net gain, the condition of land reinstatement may be better than existing.

Ref	Section	Respondent	Comment/Issue	Applicant Response
6.1.16	n/a	Member/s of the public	Questions and concerns about the depth the underground pipeline will be at.	The pipeline will be at a typical depth of 1.2m, or deeper where required to cross specific features or ground conditions.

7 Comments on Connections to Carbon Capture Projects

- 7.1.1 A range of feedback was provided around the routing of the pipeline and the potential connections to carbon capture projects. These comments came from a mixture of industrial operators and members of the public. Most of the queries were around how the decisions for which projects the pipeline will connect to will be made or about the need case for multiple pipelines in the local area.
- 7.1.2 Table 7.1 sets out these comments and provides a response to each.

Table 7-1 – Comments on Connections to Carbon Capture Projects

Ref	Respondent	Comment/issue	Applicant Response
7.1.1	Harbour Energy	<p>Concerns that the proposed corridor is based on the Track 1 Phase 2 capture projects shortlist from August 2022 and omits any considerations for the developments of the last 24 months. Concern that:</p> <ul style="list-style-type: none"> Several of these industrial companies are no longer actively working with East Coast Cluster. This including Phillips 66 Limited (P66L) whose Humber Zero project is focused on transporting CO₂ via the Viking CCS project. Concern that Drax has recently been public in signing an MOU to work with Viking CCS. Concern that there are also other CO₂ capture projects at an advanced stage of development (such as VPI-Immingham's capture project) which are not considered by the HCCP routing. This appears to be because they were not shortlisted in August 2022. Concern that there are several previously shortlisted projects which the HCCP is planning to connect to, where no significant engineering design work has been progressed in the last two years 	<p>As noted by the respondent the HCCP has been designed to enable a connection to the carbon capture projects that were shortlisted by the Department for Energy Security and Net Zero (DESNZ) in the cluster sequencing process in August 2022. The Applicant appreciates that there have been developments since this time and awaits further guidance from DESNZ. However, the principle of the HCCP is that the design is such that connections to additional projects could be facilitated if/when directed by DESNZ.</p>
7.1.2	Phillips 66	<p>Notes that their 'base case' assumes a connection to the Viking Pipeline.</p>	<p>Phillips 66 intention to connect to the Viking pipeline is noted. However, the HCCP has been designed to enable a connection to the carbon capture projects that were shortlisted</p>

Ref	Respondent	Comment/issue	Applicant Response
7.1.3	Member/s of the public	<p>Various comments about the fact that there are two pipeline projects currently looking to develop carbon dioxide transportation and storage system in this area.</p> <p>Concern that this does not make economic sense, and this should be consolidated down to one pipeline.</p>	<p>by the Department for Energy Security and Net Zero (DESNZ) in the cluster sequencing process in August 2022.</p> <p>The pipeline projects coming forward are doing so at the direction of, and with the support of, Government. Across the Humber region there is a critical need for decarbonisation and overall, this is likely to require a network of pipelines.</p>
7.1.4	Just Transition Wakefield/ Member of the public	<p>Various queries and concerns about HCCP linking to Drax Power Station. Respondents noted that Drax is known to be working with the Viking pipeline and intends to link to the Viking Field Carbon Storage plans. Queries why therefore the HCCP is still planned to start at Drax and whether this undermines the economic/business case for this proposal.</p>	<p>As noted above the pipeline projects coming forward are doing so at the direction of and with the support of the Government. Across the Humber region there is a critical need for decarbonisation and overall, this is likely to require a network of pipelines.</p>
7.1.5	Biofuel Watch	<p>Queries around the future of Drax and what would happen if Drax changes its operations or if subsidies for Drax change.</p>	<p>The Project would be dependent on direction from DESNZ.</p>
7.1.6	Member of the public	<p>Queries around whether the Project is looking at including deposit locations along the pipeline route (e.g. for CO2 to be moved by lorry and added to the pipeline).</p>	<p>The current proposal does not include for disposal points.</p>

Ref	Respondent	Comment/issue	Applicant Response
7.1.7	Saint Gobain Glass	Suggestion that the pipeline should extend further east as there are numerous potential carbon capture projects that would benefit from a pipeline connection.	At this early stage the pipeline has been designed to enable a connection to carbon capture projects that were shortlisted by the Department for Energy Security and Net Zero (DESNZ) in the cluster sequencing process in August 2022.
7.1.8	Just Transition Wakefield	Notes that the previous pipeline proposals brought forward by National Grid were for a dual carbon dioxide and hydrogen pipeline. Queries whether the progression of this Project with just a carbon dioxide pipeline is this solely in the light of British Steel's decision to fit electric arc furnaces rather than conversion to hydrogen blast furnaces to produce virgin steel.	The decision for this Project to progress only with a carbon dioxide pipeline is not related to British Steel developments. Northern Endurance Partnership will be the carbon dioxide and storage infrastructure provider for the East Coast Cluster.
7.1.9	Member of the public	<p>Various comments about the routing of the pipeline to carbon capture projects, including:</p> <ul style="list-style-type: none"> Concerns that the proposed routing is speculative and not based on engagement with the potential capture projects. Why the pipeline runs to Croxton Why the pipeline does not connect to British Steel (which was connected into National Grid's previous proposal) Comments that the pipeline should enable a connection to British Steel in the future. 	As noted above, the pipeline has been designed to enable a connection to the Drax area as well as to provide connections to carbon capture projects that were shortlisted by the Department for Energy Security and Net Zero (DESNZ) in the cluster sequencing process in August 2022. One of these projects is at Croxton. British Steel was not on this shortlist. The Applicant has engaged with eligible carbon capture projects and will continue to do so.

Ref	Respondent	Comment/issue	Applicant Response
7.1.10	Member of the public	Concern that there is no justification for any of the Killingholme section of the corridor (specifically, anything south of the A160) given there are no carbon dioxide point sources in this area.	The section of the pipeline corridor shown on the non-statutory consultation maps to the south of the A160 south of South Killingholme was included to facilitate any potential future connection to other carbon dioxide pipeline networks located near Immingham and has been retained in the latest design.
7.1.11	Philips 66	There has been no significant HCCP engagement to date with the proposed capture projects.	The Applicant will be further engaging with the carbon capture projects once further direction is received from DESNZ.

8 Comments on Potential Alternative Routes

- 8.1.1 Within their feedback respondents commented on consideration of potential alternatives. Some requested further information on the range of options that had been considered by the Applicant and others shared their own ideas of alternative routes they thought should be considered. Table 8.1 summarises these comments.

Table 8-1 – Suggestions for Alternative Routes for the Pipeline

Ref	Respondent	Comment/issue	Applicant Response
8.1.1	Member of the public	Route a longer length of the east-west pipeline under the Humber to avoid impacts on land.	<p>Routeing the pipeline entirely under the Humber would not be technically feasible or cost effective. The Humber is a Special Area of Conservation, a Special Protection Area, a Ramsar Site and a Site of Special Scientific Interest therefore it is important that works within this zone are minimised. Furthermore, this proposal would make it difficult to connect to the relevant emitters not located adjacent to the Humber.</p> <p>In addition, the operation of the pipeline requires AGIs at regular intervals which would not be possible if routed entirely under the Humber.</p>
8.1.2	Member of the public	The pipeline should run parallel to the Humber.	<p>As noted above, the Humber y is a sensitive area with multiple designations. Routeing the pipeline along the would have a number of environmental effects. In addition, a route along the Humber would interact more with settlements and communities. The proposed route is away from settlements and further from designated sites.</p>
8.1.3	Member of the public	<p>Concern that the route of the proposed corridor is not logical or is based on high level analysis only and queries around what alternative routes have been considered.</p> <p>Concern that the route is presented as a 'done deal' i.e. this is the route</p>	<p>A number of alternative routes have been considered, and these are described in the PEIR Chapter 3. Early route options were previously explored by National Grid, and an option south of Scunthorpe was considered by Northern Endurance Partnership. The route presented for non-statutory consultation was informed by a wide range of considerations including avoidance of property and communities and environmental constraints and these criteria</p>

Ref	Respondent	Comment/issue	Applicant Response
8.1.4	Member of the public	Concerned that the Project has not taken a sufficiently robust approach to examining alternatives.	As described above, a number of alternative routes have been considered, and these are described in the PEIR Chapter 3.
8.1.5	Member of the public	Comment that a more direct route should be considered to avoid North Lincolnshire.	The pipeline aims to take a route between the Drax area and Easington, enables connection to the carbon capture projects advised by DESNZ, maintains an appropriate distance from communities and avoids other constraints such as environmentally sensitive sites and development sites.
8.1.6	Member of the public	The pipeline should go from Drax to Keadby and then to continue on to Immingham round the edge of Scunthorpe rather than impact on all the rural villages and houses by coming back to cross the Trent. This option was proposed previously and should continue, even if the Steel works are no longer part of the Project. Concern that the rural areas are taking more than their fair share of wind turbines and pylon.	The proposed route has been selected in order to provide a route capable of connecting to projects selected by DESNZ but also minimising impact on local communities. The PEIR Chapter 3 provides a full description of alternatives considered.

9 Comments on proposed Above Ground Installations (AGIs)

9.1.1 The non-statutory consultation maps highlighted the proposed location of AGIs along the pipeline corridor. These were shown as a series of inset maps, in some cases with options highlighted. Access routes from each proposed AGI to the local highway network were also shown. The AGI locations shown were:

- Section 1 – Drax AGI (two options)
- Section 1 - Rawcliffe Bridge AGI
- Section 1 – Eastoft AGI
- Section 1 – Keadby AGI
- Section 2 – Winterton AGI
- Section 2 – Barrow AGI
- Section 2 – Croxton AGI
- Section 2 – North Killingholme AGI
- Section 2 – South Killingholme AGI
- Section 2 – Immingham AGI
- Section 2 – East Halton AGI
- Section 3 – Salt End AGI
- Section 3 – Thorngumbald AGI (two options)
- Section 3 – Patrington AGI
- Section 3 – Easington Pump Facility

9.1.2 Respondents were specifically asked for their views on the proposed AGIs in the feedback form. The feedback received was a mixture of general comments around the need to ensure AGIs are sensitively designed to minimise visual impact and specific comments about individual locations. The feedback is summarised in Table 9.1.

Table 9-1 – Comments about AGI locations

Ref	Section	Respondent	Comment/issue	Applicant Response
9.1.1	General	Member of the public	AGI's siting should consider the safe distances needed in event of a full-bore release.	The proposed AGI locations have been thoroughly evaluated to meet and exceed the safety standards defined by the HSE, including safe distances in the unlikely event of full-bore rupture.
9.1.2	General	Member of the public	Various requests to ensure that the visual impact of AGIs is minimised and that these are designed in a way that is sympathetic to the surroundings/topography. Respondents requested that AGI building and equipment height be kept to a minimum, that appropriate screening is used (and put in place as soon as possible) and that lighting be minimised. Requests that trees should be planted appropriately away from buildings to ensure they can reach their full growth/spread.	<p>The impact of the proposed AGIs on the landscape is considered within the PEIR and will be further considered in the ES as part of the landscape and visual assessment.</p> <p>The proposed AGIs will be low level, with the highest element being the fencing at around 4.5m (except at the Pump Facility, which has taller buildings up to 8m). Appropriate planting and screening will be considered and specified.</p> <p>The AGIs will include security and safety lighting, to ensure sufficient lighting for any maintenance or security visits during hours of darkness. The lighting design is currently in development; however, it is anticipated that lighting would only operate when required and not permanently.</p>
9.1.3	1 - Drax	Member of the public	Drax AGI – One respondent noted that AGI option 2 is preferred as it is further away from the road, footpath and house at Drax Abbey Farm.	Of the two options shown at non-statutory consultation stage, Option 1 at Drax was taken forward as this positions the AGI closest to the existing built-up edge of the Drax Power Station and reduces the

Ref	Section	Respondent	Comment/issue	Applicant Response
				<p>environmental impact of the facility as the associated permanent access track to New Road would be shorter and would not cross the Carr Dike.</p> <p>However, the Applicant has also engaged with Drax Power Station to explore the opportunity to locate the AGI within their site as this would have the benefit of ensuring the AGI is nestled within the industrial setting and further from the Farm. Drax are supportive of the AGI being within their site and the statutory consultation materials show this as the preferred site, with the site which was option 1 at non-stat stage retained as a secondary option.</p> <p>The PEIR contains an initial assessment of the two AGI options in terms of visual impact from the farm and footpath.</p>
9.1.4	2 – General AGIs	Member of the public	<p>General comment about AGIs in Section 2 and concern that the Winterton AGI proposed near the junction of A1077 and Ermine Street near Winterton would be accessed off a busy A road.</p>	<p>The Winterton AGI which was shown near Ermine Street at non-statutory consultation stage has been moved further west, to sit within the area that will also be used as a temporary construction compound, adjacent to Mere Lane.</p> <p>The AGIs will be unstaffed facilities, accessed only occasionally for maintenance and monitoring. Visits are anticipated to be around once per month therefore there would be infrequent use of the access.</p>

Ref	Section	Respondent	Comment/issue	Applicant Response
9.1.5	2 – Winterton AGI	West Halton and Coleby Parish Council	<p>The Parish Council requested for more information on how the AGIs operate with regards to leak detections etc. They noted that the proposed Winterton AGI installation adjacent to Ermine Street A1077 does not physically cause them any concerns. However, they are interested in how the AGI it functions.</p>	<p>The specific access arrangements to the AGI sites will be set out in more detail as the Project progresses. Access arrangements will be discussed and agreed with the Highways Authority.</p> <p>As noted above, the Winterton AGI which was shown near Ermine Street at non-statutory consultation stage has been moved further west, to sit within the area that will also be used as a temporary construction compound, adjacent to Mere Lane. West Halton Parish Council's feedback on this change will be sought at statutory consultation stage.</p> <p>A Leak Detection System (LDS) would be implemented to monitor the pipeline system and would alert the operator in the unlikely event of a leak. The AGIs would also include remote monitoring equipment manual flow control valves would allow closing or redirecting the flow when operated by a person visiting the site.</p>
9.1.6	2 – East Halton	Member of the public	<p>The East Halton AGI needs to be more centrally located within the field boundary to provide enough space for trees to be planted. Not tight to the north and east boundaries</p>	<p>The site area shown for AGIs includes space for appropriate landscaping. The need for planting will be assessed through the PEIR and ES and where necessary recommendations around mitigation will be fed back into the interactive design process.</p> <p>The East Halton AGI which was shown to the immediate east of the village, and east of Mill Lane, at non-statutory consultation stage has been moved</p>

Ref	Section	Respondent	Comment/Issue	Applicant Response
9.1.7	2 – East Halton	Member of the public	Concern regarding the potential need to access the East Halton AGI (or access the pipeline corridor for construction) via Mill Lane in East Halton. This is a private drive to a residential property (home) and not suitable for construction traffic. Concerned that the AGI is too close to the residential property. Also noted that land in this area regularly floods.	further west, further from East Halton, in response to further engineering development. As noted above, this AGI has been moved further west, further from East Halton, in response to further engineering development. The AGI would be accessed via a new permanent access track connecting to College Road.
9.1.8	2 – East Halton AGI	Member of the public	When there is extensive rainfall Skitter Beck is prone to flood severely. It is possible that the East Halton AGI would become flooded.	As noted above this AGI has moved further west. The risk of flooding to AGIs will be considered as part of the Water Resources, Flood Risk and Land Drainage section of the PEIR and ES. A Flood Risk Assessment will be undertaken, and this will be discussed with the Environment Agency.
9.1.9	Section 2 – North and South Killingholme	Viking CCS / Harbour Energy	Unclear of the need for AGIs that would allow connection to carbon capture projects in the Killingholme area (as emitters in this area are partnered with the Viking CCS Project).	The pipeline and AGI locations in the Killingholme area have been designed to facilitate connections to potential carbon capture projects shortlisted by DESNZ in August 2022. Ultimately the HCCP will enable a connection to projects selected by DESNZ. The two AGIs near Killingholme presented at non-statutory consultation have been consolidated into a single AGI for statutory consultation. However, this

Ref	Section	Respondent	Comment/issue	Applicant Response
9.1.10	2 - -- North and South Killingholme	Member of the public	Opinion that AGI and pipeline corridor shown south of the A160 in South Killingholme are not required.	<p>single AGI is designed to facilitate a connection to multiple local carbon capture projects, if required</p> <p>The section of the pipeline corridor shown on the non-statutory consultation maps to the south of the A160 south of South Killingholme was included to facilitate any potential future connection to other carbon dioxide pipeline networks if needed</p>
9.1.11	2 - -- North and South Killingholme	Member of the public (verbal)	Concern that the proposed AGIs at North and South Killingholme should be further from residential properties.	<p>At non-statutory consultation stage two AGIs were proposed. These have been consolidated into a single AGI for statutory consultation. However, this single AGI is designed to facilitate a connection to multiple local carbon capture projects, if required. This change reflects further engineering development, but results in a revised proposal which is in line with this comment.</p> <p>The pipeline and associated AGIs been designed in accordance with all relevant legal requirements and best practices, including the Pipelines Safety Regulations (PSR) 1996 and the Pressure Systems Safety Regulations 2000 (PSSR) published by the HSE, as well as PD 8010-1 and PD 8010-3, which follow the requirements of the HSE. This includes consideration of proximity to residential property.</p>

Ref	Section	Respondent	Comment/issue	Applicant Response
9.1.12	3 – Saltend AGI	Member of the public	Suggestion that the Saltend AGI should be located next to the existing British Gas one at Saltend.	The location of the Saltend AGI needs to be as close as possible to the potential emitter connection point and on the pipeline route. The statutory consultation maps show two potential locations. Saltend Chemical Park are supportive of the AGI being within their site and the statutory consultation materials show this as the preferred site, with the site located outside the Chemicals Park retained as a secondary option.
9.1.13	3 – Thorngumbald AGIs	Members of the public	Feedback from residents wishing to understand specific location of the Thorngumbald AGIs proposed and noting concern if these were to be within 400m of their property. Also comment that these should be closer to the existing AGI	As a result of ongoing design iteration, the proposed locations of the Thorngumbald AGIs have been amended. A single AGI south west of Thorngumbald is now proposed in a location further south than shown at non-statutory consultation stage and further from the property mentioned. The location is related to the pipeline route.
9.1.15	3 – Easington AGI	Member of the public	Concern regarding visibility and height of the equipment required at the Pump Facility at Easington, particularly given that the proposed location is higher than the Easington village. Specific request to choose paint that will blend with the sky.	The PEIR provides additional information about the proposed Pump Facility. It contains an initial assessment of landscape and visual impact, and further information will be contained within the ES. The proposed Pump Facility will be assessed from a range of potential viewpoints, and this assessment will take account of the topography. The highest elements will be the workshop and venting stack which will be around 8 metres high.

Ref	Section	Respondent	Comment/issue	Applicant Response
				Screening, planting and materials will be considered as potential mitigation measures, albeit it is anticipated that some of this detail may follow at detailed design stage.
9.1.16	3 – Patrington AGI	Member of the public	Request for no AGI's to be planned within 1km of housing in the Patrington area.	The closest proposed AGI to Patrington is approximately 1.5km east of the village. The nearest properties/farms are around 500m from the AGI location. The proximity of the pipeline to housing has been carefully assessed in line with HSE guidance.
9.1.17	3 - Pump Facility	Member of the public	Please ensure trees and shrubs used to screen the Pump Facility are suitable for coastal environment (resistant to sea salt).	Planting which is appropriate to the local environment will be specified and agreed with relevant stakeholders.

10 Comments on impacts to development sites

10.1.1 A range of feedback was received from developers or employers in relation to potential interaction of the proposed pipeline with their land or development interests. This included feedback from:

- RWE
- CLdN Ports Killingholme Limited
- Associated British Ports (ABP)
- Viking CCS / Harbour Energy
- Philips 66.

10.1.2 Table 10.1 summarises the feedback and notes the steps that have been taken in response. The Applicant is keen to engage with developers and welcomes an ongoing dialogue as the design progresses.

Table 10-1 - Comments about Impact of the Proposed Pipeline on Development Sites

Ref	Respondent	Comment/issue	Applicant Response
10.1.1	RWE	Proposed pipeline corridor falls in close proximity to two operating windfarms near Goole. RWE is keen to ensure the pipeline is at least 120m from the wind turbines.	<p>*Design change made in response to feedback*</p> <p>The Applicant has engaged further with RWE on this issue. Following discussion with RWE in September 2024 the draft Order Limits were amended, where possible, to exclude land less than 120m from the wind turbines.</p> <p>The route shown at statutory consultation includes land closer than 120m to the wind turbines, which is required for drainage only. No pipeline construction will take place within 120m of the wind turbines.</p> <p>The Applicant will engage further with RWE as the Project progresses, as appropriate.</p>
10.1.2	CLdN Ports Killingholme Limited	<p>CLdN Land was identified on the non-statutory consultation maps as the site of a potential temporary construction laydown, shown as hatched yellow 'are of search' on the plan. The CLdN Land comprises the operational area of CLdN Ports Killingholme, one of the largest RoRo freight terminals in the UK, handling a major proportion of UK-EU RoRo trade. As such CLdN noted their land is neither suitable nor available for construction activities associated with the NEP Project.</p>	<p>*Design amended in response to feedback*</p> <p>The Applicant held a meeting with CLdN Ports Killingholme Limited in September 2024 to discuss these points. The updated draft Order Limits now excludes CLdN Ports land from the area of search for a compound and a smaller on the south bank is now shown.</p> <p>However, an access route over CLdN land is shown on the statutory consultation maps in order to retain options for access for construction vehicles.</p> <p>The points made by the consultee around complexities of port operational activities are noted.</p>

Ref	Respondent	Comment/issue	Applicant Response
10.1.3	Associated British Ports (ABP)	<p>ABP is the owner and operator of the Port of Hull and the emerging Humber International Enterprise Park (“HIEP”) site, also known as Hedon Haven. The HIEP site also falls within the Humber Freeport area (specifically within Hull East).</p> <p>ABP noted that although the proposed pipeline corridor is an improvement on the previous pipeline route consulted on by National Grid, ABP continues to have concerns regarding interaction of the pipeline with their site.</p>	<p>The strategic importance of the HIEP site is noted and the Applicant has been working with the developer to find a mutually acceptable way forward, with meetings held in September 2024 and November 2024. Engagement is continuing.</p>
10.1.4	Associated British Ports (ABP)	<p>ABP noted that the proposed pipeline corridor and the AGI will have material implications for the delivery of south and southwestern portions of HIEP for employment development in accordance with the prevailing planning permission and development plan policy and would undermine the purposes of the Freeports initiative.</p>	<p>Further information was shared with ABP in the September 2024. See below for further details.</p>
10.1.5	Associated British Ports (ABP)	<p>ABP noted that the area of HIEP that the non-statutory consultation stage pipeline corridor crosses in part is unique in that it is the only part of HIEP that allows for a large single building (Building 15).</p>	<p>*Design change made in response to feedback* These issues were explored further in a meeting held between the Applicant and ABP in September 2024. Following discussion, the draft Order Limits were adjusted</p>

Ref	Respondent	Comment/issue	Applicant Response
10.1.6	Associated British Ports (ABP)	ABP noted also that the proposed AGI could prejudice direct access to the Humber should a new jetty/ quayside be brought forward in future.	<p>to ensure that the pipeline does not interact with the footprint of Building 15.</p> <p>*Design change made in response to feedback* This issue was explored further in a meeting held between the Applicant and ABP in September 2024.</p> <p>The statutory consultation materials show two options for this AGI. One option is to locate the AGI within the Saltend Chemicals Plant – this option would not impact the HEIP site and would leave access to the jetty open.</p> <p>The statutory consultation materials show this as the preferred site, with the site located on the HIEP site retained as a secondary option to provide optionality.</p>
10.1.7	Associated British Ports (ABP)	Expressed concern that the pipeline corridor shown at non-statutory consultation stage crosses the ecological enhancement/ mitigation area (Newton Garth) that ABP have delivered and is an essential part of their consent.	<p>*Design change made in response to feedback* This issue was further discussed in a meeting held in November 2024. The Applicant appreciates the importance of this ecological mitigation area and will consider these issues further as the design progresses.</p> <p>To help minimise impact the pipeline construction area as shown on statutory consultation materials, has been amended to avoid the most sensitive parts of the mitigation site.</p> <p>The Applicant's ecology team will also undertake further research to understand the impact of interactions with this area and consider mitigation.</p>

Ref	Respondent	Comment/issue	Applicant Response
10.1.8	Hull Eco Park Ltd	Proposed pipeline route impacts on an ecological mitigation zone that is essential for the Yorkshire Energy Park a large-scale development in the area which has planning permission.	Interaction with this mitigation site is noted. The Applicant met the developer in February 2025. The outcome of this discussion was that timing will be critical. If the HCCP works come after the set up of this ecological mitigation site the HCCP Project will engage further with the developer here to understand impact and timing and will put in place appropriate mitigation measures.
10.1.9	Viking CCS / Harbour Energy	Harbour Energy noted that there is overlap at Immingham with the Viking DCO Order Limits and suggested that HCCP refine the Order Limits to avoid potential conflicts.	The proposed Order Limits for the HCCP have been refined and precisely defined in the vicinity of the Viking CCS DCO Order Limits to have no overlap. The Applicant will engage with Harbour Energy to discuss this issue further as the Project processes.
10.1.10	Philips 66	In South Killingholme, the corridor runs past the western side of the P66L Humber Refinery. This includes land which P66L uses for contractor parking and storage, and which is necessary for refinery maintenance.	*Design change made in response to feedback* In response to this feedback and following ongoing engineering development the AGI which was shown on this site has been relocated. AGIs in this area have been consolidated, with one now shown at statutory consultation stage. However, the order limits still overlap this site/P66L land in order to facilitate a potential connection, in line with DESNZ advice.
10.1.11	Centrica	Centrica is also actively pursuing decarbonisation projects at Easington, including in locations which could be under consideration	Centrica held a non-statutory consultation on their H2H Easington proposals in March 2025. Centrica's proposals, as described in their March 2025 consultation, are for a site

Ref	Respondent	Comment/issue	Applicant Response
		as an optional location for NEP above ground facilities at Easington.	to the south of the HCCP proposed Pump Facility and do not overlap the HCCO order limits. The Applicant will continue to engage with Centrica to better understand aspirations and potential interactions near Easington., as the Project progresses.
10.1.12	Member of the public/land agent	Various landowners noted that they are in early discussions with regarding solar development on their land.	The Applicant's land agents will continue to liaise with landowners and monitor planning applications. Should planning applications come forward the Applicant will consider interactions and appropriate design responses.

11 Comments on Interactions with Communities, Land and Property

- 11.1.1 A range of feedback was received around the perceived impact of the pipeline on communities or specific land parcels and properties. This was a mixture of feedback from individuals who felt they would personally experience an impact and others making general comment about the impact on their area.
- 11.1.2 The Applicant is working closely with land agents Dalcour Maclaren to engage with landowners and will continue to work with affected parties.
- 11.1.3 Table 11.1 summarises these comments and highlights the actions that have already/will continue to be undertaken to address these issues.

Table 11-1 – Comments about Impact of the Proposed Pipeline on Communities, Land and Property

Ref	Respondent	Comment/issue	Applicant Response
11.1.1	Member/s of the public	<p>Respondents queried what the Project would give back to communities.</p> <p>Including the suggestion that monetary payments should be considered for the communities affected by this proposed pipeline.</p>	<p>The Applicant is committed to working directly with local communities to secure meaningful and long-term economic, social and environmental benefits in the local area. The Applicant is considering a community benefit fund to benefit local and community initiatives. More details will be available as the project develops.</p> <p>Landowners who are affected by the proposed pipeline will receive compensation linked to how they are affected. This will differ depending on permanent or temporary land take and will be assessed on a case-by-case basis.</p>
11.1.2	West Halton and Coleby Parish Council	<p>The Parish Council expressed concern around potential interaction of the proposed pipeline with land owned by West Halton and Coleby Parish Council and used allotments for residents. The Parish Council felt strongly that this land is not available for use as a plant storage / AGI area.</p>	<p>The Applicant confirmed back to the Parish Council during the non-statutory consultation period that the allotments fell outside of the pipeline corridor and will therefore not be impacted directly by construction work.</p> <p>The alignment has evolved in this area and this land parcel is now further outside of the draft Order Limits as shown for statutory consultation.</p>
11.1.3	West Halton and Coleby Parish Council	<p>Concern that the route shown at non-statutory consultation stage was immediately adjacent to houses in West Halton. If there were to be an 'incident' with the pipeline this would present a high</p>	<p>The routing of the pipeline maintains an appropriate distance from all settlements and has been designed in accordance with all relevant legal requirements and best practices, including the Pipelines Safety Regulations (PSR) 1996 and the Pressure Systems Safety Regulations 2000 (PSSR) published by the</p>

Ref	Respondent	Comment/issue	Applicant Response
11.1.4	Member of the public	<p>Concern about the impact of the pipeline on the village of West Halton, particularly given that West Halton is already impacted by electricity pylons, the landfill site and solar farms. Concern that construction of the pipeline will impact the village and that there will be no local benefit.</p>	<p>HSE, as well as PD 8010-1 and PD 8010-3, which follow the requirements and recommendations of the HSE.</p> <p>The statutory consultation materials show that whilst the draft Order Limits extend closer to West Halton the pipeline itself (indicated by the pipeline construction area) is much further south and mostly south of the road to Coleby (being 700m away at its closest point).</p> <p>The pipeline will be underground therefore will not have a permanent impact in this area. As noted above the pipeline itself will be 700m+ from properties in West Halton.</p> <p>As noted above the Project will develop a set of local commitments to benefit local communities.</p>
11.1.5	Member of the public	<p>Concern regarding proximity of the pipeline to West Halton and potential impact on mature trees and archaeological remains in this area.</p>	<p>The impacts of construction activity on sensitive receptors will be assessed in the ES and measures to mitigate and manage impacts will be set out in the Construction Environmental Management Plan.</p> <p>Mature trees will be avoided where possible.</p> <p>The archaeological potential of the area is noted and surveys will be undertaken to assess potential for buried archaeology.</p> <p>This will be presented in the in the ES.</p>

Ref	Respondent	Comment/issue	Applicant Response
11.1.6	Member of the public	See also comments in traffic section in relation to properties in Goxhill and Thorngumbald potentially impacted by construction traffic.	See traffic section.
11.1.8	Member of the public	Request to ensure the pipeline corridor avoids a farm access as the established access is used by the business and residents near Long Drax.	*Design change made in response to feedback* The draft Order Limits have been adjusted in this area and as a result now exclude the access which was the subject of feedback.
11.1.9	Member of the public	Concern from a resident in the Alkborough this area whose residential property has been damaged by constant use by construction traffic associated with flood defence work	Impact on sensitive receptors which may experience construction impacts (for example noise or vibration) will be assessed in the ES. Mitigation measures will be identified where relevant. Through land agents Dalcour Maclaren, the Project will engage with affected parties. Where property owners are concerned, they may contact our lands team on 03330 918338 or via e-mail: HCCP@dalcourmaclaren.com
11.1.10	Member of the public	Request for the pipeline to stay as far away from the village of Barrow upon Humber as possible for safety reasons.	The routing of the pipeline maintains an appropriate distance from all settlements and has been designed in accordance with all relevant legal requirements and best practices, including the Pipelines Safety Regulations (PSR) 1996 and the Pressure Systems Safety Regulations 2000 (PSSR) published by the HSE, as well as PD 8010-1 and PD 8010-3, which follow the requirements of the HSE.

Ref	Respondent	Comment/issue	Applicant Response
11.1.11	Member of the public	Concern about impact on Marsh Lane (off Skitter Road) which is a single-track lane and the only access to a property on the Humber Bank at East Halton as this is close to the area shown as an area of search for a construction compound. The property is a fishing lake, small holding and a private Nature Reserve.	<p>The statutory consultation materials show the indicative construction area for the pipeline, and this is around 1km south of Barrow upon Humber.</p> <p>The northern section of the area of search for a construction compound which was shown at non-statutory consultation stage has been removed from the draft Order Limits following landowner feedback. Therefore, any construction compound would now be further from this property.</p> <p>At this stage the access strategy has not been finalised. Whilst the western part of Marsh Lane could be required, construction traffic would be unlikely to use the section of Marsh Lane closest to this property.</p>
11.1.12	Member of the public	Concern from a property owner near Dark Lane that the access to the tunnel under the Humber will rise behind their property. Query around how often it will need to be serviced once the pipeline is operational.	<p>The pipeline would be inspected and maintained via AGIs. On the north bank the non-statutory consultation showed an AGI just off Dark Lane, whereas the statutory consultation maps show the AGI re-positioned further south, some distance from properties on Dark Lane.</p> <p>The AGIs would be accessed infrequently (around once per month) for maintenance. Pipeline leak detection technology would be installed as part of the pipeline infrastructure and is designed for the early warning and remote identification of any loss of containment.</p>
11.1.13	Member/s of the public	Concern expressed by property owners who live close to the proposed pipeline	<p>The Applicant is undertaking a range of assessments on noise and vibration. These are outlined in the PEIR (Chapter 13)</p>

Ref	Respondent	Comment/issue	Applicant Response
		<p>corridor and near to the Humber crossing site on the north bank (along Thorngumbald Road and Dark Lane/Boreas Hill) and are concerned about vibration and noise they have experienced this in other pipeline projects.</p>	<p>and will be further progressed in the ES. These will assess the likely effects of the construction activities and associated construction traffic on sensitive receptors including residential properties. These assessments will identify and assess mitigation measures and appropriate mitigation will be secured via the Construction Environmental Management Plan.</p> <p>Where property owners are concerned, they may contact our lands team on 03330 918338 or via e-mail: HCCP@dalcourmaclaren.com</p>
11.1.14	Member/s of the public	Several general comments about the pipeline's impact on people's properties or families.	<p>The routing of the pipeline maintains an appropriate distance from all settlements and is designed in line with HSE guidance. The draft Order Limits exclude individual properties. As noted above, impacts to properties such as from construction activities will be assessed in the PEIR and ES and mitigation measures will be set out in the Construction Environmental Management Plan.</p>
11.1.15	Landowners/ Member/s of the public	Concern from landowners that they had not been contacted about the Project, or concern from people on behalf of landowners whom they believe have not been contacted by the Project.	<p>At non-statutory stage landowners should all have received correspondence from the Project's' land agents Dalcour Maclaren. In addition, a postcard advertising the non-statutory consultation was sent to all properties within 500m of the proposed pipeline.</p> <p>For statutory consultation affected landowners will receive a letter and all properties within 500m of the draft Order Limits will receive a postcard.</p>

Ref	Respondent	Comment/issue	Applicant Response
11.1.16	Member of the public/land owner	Concerns from landowner at Thornton Curtis that the proposed pipeline corridor crosses their land, impacting upon their business and the local village. Including concern about impact on the soil, land drainage and disturbance caused by construction activity.	<p>Any landowner who believes they are affected by the proposed pipeline is encouraged to contact Dalcour Maclaren on 03330 918338 or via e-mail: HCCP@dalcourmaclaren.com</p> <p>The Applicant's Land Agents Dalcour Maclaren are working with landowners and the team has been in direct contact with this landowner and will work with them to consider impact on their landholding.</p> <p>Within the PEIR and ES there will be an assessment of impact on Soils and Agriculture. In addition, the Project is undertaking detailed assessment of land drainage.</p>
11.1.17	Member of the public	Request to avoid farmland located north of Crowle, where the proposed pipeline route interacts significantly with the majority of this small landholding.	<p>*Design amended in response to feedback*</p> <p>The Applicant's Land Agents Dalcour Maclaren are working with landowners to mitigate the impact on their landholding.</p> <p>In order to provide design flexibility to potentially avoid significant impact to this landholding the draft Order Limits were widened in this location. The construction area for the pipeline shown on the statutory consultation maps reduces impact on this small landholding.</p>
11.1.18	Member of the public	Concern that the pipeline line may interact with a site managed by Barton Wildfowlers Club at Horkstow, North Lincolnshire.	<p>The Project team understands that this site is located to the south of the draft Order Limits and therefore will not be directly impacted by the pipeline.</p>

Ref	Respondent	Comment/issue	Applicant Response
11.1.19	Member of the public	Concern from members of the public that the proposed pipeline may interact or conflict with future windfarms or utilities (pylons).	The Applicant will continue to monitor developments and planning applications and will address interactions with proposed developments or utilities, as required. The Applicant will engage with developers and statutory undertakers as appropriate.
11.1.20	Member of the public	Concern regarding the proposed data centre at South Killingholme and interaction with the proposed pipeline corridor.	*Design amended in response to feedback* The draft Order Limits have been amended to avoid the, now consented, data centre site.
11.1.21	Member of the public	Concern that the pipeline corridor seems to surround both North and South Killingholme. Ideally all works should be to the east of both villages and preferably to the east of the two oil refineries.	The pipeline will be underground, and once constructed residents should not experience any issues. The route of the pipeline is led by connections to projects identified by DESNZ. The routing of the pipeline maintains an appropriate distance from all settlements and has been designed in accordance with all relevant legal requirements and best practices,
11.1.22	Member of the public	Concern the proposed pipeline corridor is in close proximity to villages such as East Halton village and Long Drax and Thorngumbald.	The routing of the pipeline maintains an appropriate distance from all settlements and has been designed in accordance with all relevant legal requirements and best practices, including the Pipelines Safety Regulations (PSR) 1996 and the Pressure Systems Safety Regulations 2000 (PSSR) published by the HSE, as well as PD 8010-1 and PD 8010-3, which follow the requirements of the HSE. It is away from villages and favours instead a route through farmland.

Ref	Respondent	Comment/issue	Applicant Response
11.1.23	Member of the public	What protection are you going to give the land and property owners?	<p>The statutory consultation maps now show the pipeline construction area and residents will be able to better understand the location of the pipeline itself</p> <p>The Applicant is working closely with landowners. Landowners who are affected by the proposed pipeline will receive compensation linked to how they are affected. This will differ depending on permanent or temporary land take and will be assessed on a case-by-case basis.</p>

12 Comments on Traffic and Transport

- 12.1.1 By far the most frequently raised issue at non-statutory consultation stage was concern about the impact of construction traffic on local communities. This was reflected both in the discussions held at the face-to-face events and in the formal written feedback submitted.
- 12.1.2 Members of the public, parish councils and local groups all expressed concern about the impact that heavy vehicles servicing previous similar projects had previously had on local roads. Respondents in the Goxhill and East Halton area were particularly vocal and noted that the many of the roads in their local area, and in vicinity of the works site for the Humber crossing, are narrow, in poor condition and, in their view, not suited to carrying additional heavy traffic. This view was echoed by the local MP. North Lincolnshire Council Highways department also provided valuable feedback. The following tables summarise these comments; overarching comments are set out first, followed by comments grouped by area.
- 12.1.3 Much of the concern about traffic was related to the works required to lay the pipeline under the Humber. As part of the wider Project the Applicant is proposing to undertake works to trial a Horizontal Directional Drilling (HDD) technique as an alternative to traditional tunnelling. If successful, and if appropriate for use in the main Project, the HDD technique would significantly reduce the duration of construction activities, require fewer traffic movements overall and therefore would be less impactful in traffic terms.
- 12.1.4 At non-statutory consultation stage a number of roads were included within red line in order to provide flexibility and optionality. Those routes have been further considered and evolved and what is shown at statutory consultation therefore differs slightly. At the time of writing the access strategy remains under development. It should be noted therefore that the routes contained within the draft Order Limits shown on the statutory consultation maps remain options.

12.2 General Traffic Comments

- 12.2.1 Table 12.1 summarises the overarching comments and concerns about construction traffic.

12.1 – General comments about traffic and transport

Ref	Respondent	Issue	Applicant Response
12.1.1	Member/s of the public	Concern that construction traffic would cause damage to the local road network. Request for all roads to be surveyed first to record condition.	All roads will be surveyed pre-construction and this information will form the baseline for the Project. Roads will be repaired and reinstated. This is standard good practice and a commitment to do this will be set out in the Construction Traffic Management Plan, which will accompany the DCO.
12.1.2	Member of the public	Request for specific information on traffic numbers and routes.	Information on anticipated traffic numbers and options being considered for routeing are included in the PEIR Chapters 2 and 16. This analysis will be further reported in the Environmental Statement.
12.1.3	Member of the public	Request for roads to be resurfaced after the Project and for verges to be reinstated. Concern that this had not happened in the past.	As noted above, all roads and verges will be repaired and reinstated to equal or better condition. This is standard good practice and a commitment to do this will be set out in the Construction Traffic Management Plan which will accompany the DCO..
12.1.4	Member of the public	The existing tunnel under the River Humber should be re-used for this pipeline – this would avoid the need for drilling and reduce the size of the construction task and reduce traffic impact.	Unfortunately, it is not possible for the existing tunnel to be re-used. The funding for Feeder 9 was via the gas regulated business and so it can only be used for purposes connected with National Gas Transmission's regulated business. The Project is undertaking assessments to trial alternative methods for laying the pipeline under the River Humber. One option is a Horizontal Directional

Ref	Respondent	Issue	Applicant Response
			Drill – if this option is feasible it would involve a shorter programme of works (and therefore traffic over a shorter period of time) compared to a traditionally tunnelling technique. This would have significant benefit for local communities.
12.1.5	Member of the public	Request to ensure the compounds for storing materials are put in place before construction begins to avoid materials being unloaded on the side of the road.	This is standard good practice and all compound areas will be completed before construction works begin.
12.1.6	Member of the public	The Project should look at a full traffic management strategy not just provision of passing places.	The Project is committed to finding an appropriate solution for construction traffic and to working with the Highways Authority, Parish Councils and local residents on this. The routes for construction traffic identified in the PEIR and statutory consultation materials are based on a thorough review of road condition and available options.
12.1.7	Member of the public	Comment that early investment in the local highway network will remove the vast majority of objections and will benefit local people and local businesses into the future.	Noted, the sensitivity of the traffic strategy is understood.
12.1.8	Member of the public	Queries around what the hours of working would be for HGV and machinery traffic.	24 hour working may be required to align with critical work activities such as tunnelling, boring, testing or works associated with offshore interfaces.

Ref	Respondent	Issue	Applicant Response
			Where night time works are required, HGV movements would be during day time hours where possible in order to minimise disruption. HGV movements will avoid school pick up and drop off times.
12.1.9	Member of the public	Queries about whether any parking restrictions would be required?	This would depend on the final routes selected for construction traffic. In selecting routes this is one of the key criteria the Project will consider and where possible the Project will aim to avoid any restrictions to parking. If parking restrictions are required these would be for safety reasons only and would be temporary.
12.1.10	Ulceby Road Safety Group	Request to keep vehicle movements within the construction areas.	Where possible, construction traffic will route within the construction areas (so, along the length of the pipeline). However, it will also be necessary for construction traffic to use the local road network to access the works areas. Suitable routes will be agreed with the Highways Authority.
12.1.11	Ulceby Road Safety Group	Make sure no roads are subjected to any material leaving the site, with wheel cleaners at all exits.	All construction sites will include wheel washing facilities, where appropriate. This is standard good practice and a commitment to do this will be set out in the Construction Traffic Management Plan which will accompany the DCO..
12.1.12	Ulceby Road Safety Group	Good traffic management is key to safe working. The Project should produce a	A Construction Traffic Management Plan will be prepared. This will outline appropriate traffic

Ref	Respondent	Issue	Applicant Response
		plan for all areas setting out a traffic management procedure.	management implementations to ensure a safe working environment is upheld.

12.3 Goxhill, South End and East Halton

- 12.3.1 Residents on the south bank of the River Humber in the Goxhill, South End and East Halton area were particularly concerned about the routing of construction traffic in their area where many of the existing roads are narrow. Residents recognised that the works required to lay the pipeline under the Humber would mean a significant duration of construction activity in their area.
- 12.3.2 Many respondents had experienced previous disruption from other similar construction works and were keen to see this Project take a different approach or use different routes. Residents made a variety of comments and suggestions. Some would prefer to see the Project make use of off-highway haul routes in preference to existing roads and others commented that these routes should then be made permanent.
- 12.3.3 Table 12.2 summarises the feedback specifically relating to this area.
- 12.3.4 The Project recognises the sensitivity of traffic issues in this area and is committed to working with North Lincolnshire Council as Highways Authority, the Parish Councils and local residents to find the best solutions.

Table 12-1 – Traffic and Transport Comments – Goxhill, South End and East Halton

Ref	Respondent	Comment/issue	Applicant Response
12.2.1	Member/s of the public	<p>General concern about the impact of construction traffic on the communities of Goxhill, South End and East Halton, noting that many of the roads are narrow, with only occasional passing points and only suitable for one way traffic. Some roads have sharp bends and poor visibility.</p>	<p>Comments about the nature of the roads in this area are noted and understood.</p> <p>The PEIR and statutory consultation materials provide more details about the proposed routes for construction traffic. These show routes to be used as primary access routes as well as additional routes which are retained at this stage to be used as a potential alternative. The routes used by construction traffic may depend on the construction method used for the Humber Tunnel (different / additional routes may be required if a traditional tunnelling technique is used compared to HDD).</p> <p>Proposed routes for construction traffic will be agreed with the Highways Authority.</p> <p>The suitability of proposed routes is a key area for feedback at statutory consultation stage and the Project welcomes local feedback on these issues.</p>
12.2.2	Member/s of the public / Councillors	<p>General concern that the community was previously been impacted by construction traffic from National Grid's Feeder 9 project and that the same communities would also experience impact from this project.</p>	<p>The concerns of the community in relation to traffic impact are noted and understood. While the nature of the local area means that there are limited options [around traffic routing], the HCCP Project aims to learn from previous projects and will</p>

Ref	Respondent	Comment/issue	Applicant Response
		<p>Concern that previous use of Thornton Road, Ferry Road, and East Marsh Lane, Chapel Field Road and a haul road linking to Soff Lane caused considerable distress for the local community. View that the one-way system previously used for heavy vehicles is not a viable option and therefore this Project should not adopt the same option.</p>	<p>consider alternative routes and additional mitigation where necessary.</p>
12.2.3	Member of the public	<p>General view that any temporary roads required for the Project (in particular routes within Ferry Ward) should be constructed to a standard which means they could be left in place permanently.</p>	<p>The desire to see infrastructure made permanent is noted and will be discussed further with the Highways Authority. However, it will be important to consider what is reasonable in planning terms and related to the scale of the Project. Where passing places are created the Project aims to construct these such that they can be left in situ permanently.</p>
12.2.4	North Lincolnshire Council/local MP/Member of the public	<p>There is an area wide weight limit in the Ferry Ward, which will need to be taken into consideration when planning vehicle routes.</p>	<p>The existing weight limit is noted and will be considered when planning routes for construction traffic. Advice has been sought from the Highways Authority who have confirmed that vehicles accessing a site location within the weight limit area are legally permitted to route through the area. The sensitivity of the area (which the weight limit is designed to protect) is a key consideration.</p>

Ref	Respondent	Comment/issue	Applicant Response
12.2.5	Councillors	Request to further engage Councillors in Ferry Ward on traffic plans.	The Applicant held a briefing with Ward Members in May 2025. Further briefings will be held as the Project progresses.
12.2.6	Member of the public	General comment that the Goxhill area needs to be sensitively considered in terms of traffic impact.	The sensitivity of the Goxhill area is noted and this is being considered through the traffic management study. However, the need to consider the area as a whole and to manage the area wide impact is noted.
12.2.7	Member of the public	Concern that Church Side, South End is unsuitable for HGV traffic.	The sensitivity of Church Side is noted and this is why the non-statutory consultation showed use of an off-highway track to bypass Church Side. This option is retained and shown on the statutory consultation maps, as a potential option should the Humber Crossing be constructed via a traditional tunnelling method.
12.2.8	North Lincolnshire Council/local MP/Member of the public	The non-statutory consultation maps indicated the possibility of routing construction traffic via an off-highway route or 'bypass' from Chapel Field Road to Soff Lane, allowing the difficult section of Church Side at South End to be avoided at Goxhill South End . This route was used by previous projects as a temporary haul route.	The mix of views on this option is noted. At this stage the option of 'bypass' remains one of a number of options the Applicant is considering. The PEIR and statutory consultation materials show two possible alignments for a bypass, within the draft Order Limits, this as part of the proposed access strategy options. This will be further considered following statutory consultation

Ref	Respondent	Comment/issue	Applicant Response
		<ul style="list-style-type: none"> • North Lincolnshire Council requested further clarity about the possible intention to use this route • The local MP noted concern relating to use of this previous haul route • Several members of the public felt that route should follow a slightly different alignment (to avoid residential properties) and that it should continue further south, skirt the industrial estate and join Soff Lane at the right-angle bend (and not follow the access road to the local businesses). Offer from one landowner to work with the Project to achieve this, • Several members of the public felt that the route should be constructed to cater for two directions of traffic. • Respondents also commented that the route should be left in place permanently (and adopted by the Council). Respondents felt strongly about this given that this route had been used previously by a similar project. It was suggested that the option of securing funding contributions from local industrial users who would also use the route should be explored. 	<p>feedback and further consultation with the Highways Authority and other stakeholders.</p>

Ref	Respondent	Comment/issue	Applicant Response
12.2.9	Member of the public	<p>Concern regarding use of Ferry Road for construction traffic. A resident noted that the residential section of Ferry Road approaching North End is particularly narrow such that two HGV cannot pass. They noted that sight lines for opposing traffic are very poor, by virtue of the 'dog leg' in Ferry Road. They noted that Ferry Road remains narrow until it reaches East Marsh Lane, which is narrower still.</p> <p>The resident explained that during the 2017-2020 pipeline tunnel project there were frequent problems on this section of road as the HGV traffic increased. HGVs mounted pavements and drove over verges and edges of gardens to be able to pass each other. HGV reversing in this area was commonplace.</p>	<p>As noted above the PEIR and statutory consultation materials show a range of access options. Ferry Road is one of a number of options and is included in the statutory consultation draft Order Limits for this reason. If this route is utilised it would be improved, as required, for use by construction vehicles.</p>
12.2.10	Local MP	<p>Concern around potential use of Mill Lane for construction traffic as this is very narrow and is used as access for the school road meaning it is very busy with cars, parents and children, as well as school buses in term times. The road condition is also poor and the road dips into the verges, in places.</p>	<p>The non-statutory consultation maps showed an access off Mill Lane as a route to the AGI for occasional maintenance (rather than as a route for construction traffic).</p> <p>The AGI has now been relocated further west and would be accessed from College Road.</p> <p>Mill Lane is now not within the draft Order Limits, nor is it identified as a route for construction traffic.</p>

Ref	Respondent	Comment/issue	Applicant Response
12.2.11	Member of the public	Access onto East Marsh Road . A respondent queried the suitability of the route shown linking to East Marsh Road and commented this is currently just a narrow track and would require considerable improvement.	The condition of this track is noted. If this route is utilised it would be improved, as required, for use by construction vehicles.
12.2.12	Member of the public	Concern around use of Thornton Abbey bridge for construction traffic as this is subject to a weight limit.	This constraint is noted, and traffic routeing will account for this.
12.2.13	Member of the public	Concerned resident near Thorngumbald (near the works site on the north bank) worried about the works traffic impact in terms of vibration, damage to road verges and been blocked in.	Impact would be dependent on the final routes taken by construction traffic and would be assessed in the ES, for example in terms of noise and vibration. The Construction Traffic Management Plan which will accompany the DCO will ensure considerable construction practices which would help mitigate these impacts.
12.2.14	Member of the public	Concerned resident living off Chapel Field Road worried about impact of previous projects in terms of traffic as Chapel Field Road is very narrow, muddy and in poor repair. Concerned about impact on livestock. Also concerned about impact on mental health.	As noted above Chapel Field Road is one of a number of options under consideration. If this route is utilised it would be improved, as required, for use by construction vehicles.
12.2.15	North Lincolnshire Council/local MP	Respondents voiced various concerns around the potential use of Skitter Road for construction traffic.	As noted above Skitter Road is one of a number of options and is included in the draft Order Limits shown at statutory consultation for this reason.

Ref	Respondent	Comment/issue	Applicant Response
		<ul style="list-style-type: none"> North Lincolnshire Council noted that Skitter Road is a single-track road with limited passing places and whilst it is in reasonable condition at the moment, it is not necessarily a suitable standard to accommodate a large number of HGV movements. The local MP noted concern relating to use Skitter Lane as this is a single-track road with limited passing places. 	<p>If this route is utilised it would be improved, as required, for use by construction vehicles.</p>
12.2.16	Verbal feedback from consultation events	<p>The Parish Council and residents expressed concern about HGVs passing through East Halton. They noted particular concerns about lorries turning the 90-degree bend by the shop, at the junction of College Road and Townside. Some residents were concerned that parking would need to be removed in order to allow lorries to make this manoeuvre.</p>	<p>Comments relating to this junction and parking impacts are noted.</p>
12.2.17	Member of the public	<p>General concern about the impact of construction traffic on East Halton and particularly in terms of additional traffic at peak times (including school times or in combination with other local projects such as the solar farm at Ulceby).</p>	<p>The Construction Traffic Management Plan, which will accompany the DCO, will impose restrictions on construction traffic in peak times and at school times, where necessary. As part of the Environmental Impact Assessment an assessment of cumulative impact will be undertaken to consider the impact of this Project in</p>

Ref	Respondent	Comment/issue	Applicant Response
12.2.18	Member of the public	Concerned the increase in traffic will lower house prices and reduced saleability whilst construction works are ongoing.	<p>combination with other local projects that will be in construction phase at the same time.</p> <p>Impact on sensitive receptors which may experience construction impacts, including properties, will be assessed in the ES. The Construction Traffic Management Plan which will accompany the DCO will ensure considerate construction practices which would help mitigate impact on properties</p> <p>Through land agents Dalcour Maclaren the Project will continue to engage with affected parties.</p>
12.2.19	Member of the public and Councillor	Request for a new road or off highway haul route to connect the construction compound directly to the Humber crossing site. This would avoid traffic having to use existing roads, in particular to avoid Goxhill.	The provision of a new road or an off highway route is one of a number of options being considered by the Applicant, alongside making use of the existing highway network.

12.4 Other areas

- 12.4.1 A smaller number of comments were received relating to traffic issues in other areas, mainly within Section 2. These expressed similar concerns about the suitability of the road network and potential disruption during construction and also included more detailed comments about access arrangements to proposed construction compound areas.
- 12.4.2 Table 12.3 summarises this feedback.

Table 12-2 – Traffic and Transport Comments – Additional Areas

Ref	Location	Respondent	Comment/issue	Applicant Response
12.3.1	Keadby, Section 1	North Lincolnshire Council	Any access to Keadby power station will need to be via the existing access on the A18. No construction traffic should access the site via the B1392. Depending on the number of anticipated vehicle movements, it may be beneficial to consider implementing a temporary 40mph speed limit on the A18 in the vicinity of the site access.	The PEIR and statutory consultation materials show the primary access being from the A18, in line with the Council's comments. Use of the B1392 is included as a secondary alternative. The Applicant will discuss the potential need for temporary speed limits with the Highways authority in due course, as part of agreeing the overall strategy for construction traffic access.
12.3.2	Flixborough, Section 2	Burton upon Stather Parish Council	Concerns about the temporary construction compound proposed near to Flixborough . Particularly concerned about route that HGVs will take from here to West Halton. Notes that the B1430 is exempt for these vehicles. Concerned about how it will be enforced and how traffic will be managed so that it does not pass through Thealby.	The construction compound near Flixborough is no longer needed.

Ref	Location	Respondent	Comment/issue	Applicant Response
12.3.3		North Lincolnshire Council	The proposed temporary compound at Flixborough off Moat Road (Normanby Enterprise Park). The Scunthorpe Ridgeway (NCN 169) runs in the vicinity of this compound, and we need access to this to be maintained. All vehicles to/from the compound would be expected to travel via the B1430 and A1077.	The construction compound near Flixborough is no longer needed.
12.3.4	West Halton Section 2	Member of the public	Concern around potential road closures in the West Halton area, given that the road to the village is the only way in and out for these communities. Also, general concern about how works would be carried out without disrupting traffic accesses for both residents and emergency vehicles (noting that in the non-statutory consultation documents trenchless construction was only indicated for major routes)	Impact on the road network will depend on crossing method but will seek to minimise disruption. Crossings of minor roads will generally be open cut, which will require traffic management measures which may include temporary/short term closure. All efforts will be made to minimise disruption and road closure Where traffic management measures are required, these will be agreed in advance with the Highway Authority. Any temporary road closures, or any diversions will be advertised in advance and

Ref	Location	Respondent	Comment/issue	Applicant Response
				<p>alternative routes indicated through signage.</p> <p>The Applicant will look at measures to mitigate impact on residents and these will be set out in/secured via the Construction Traffic Management Plan which will accompany the DCO.</p>
12.3.5	West Halton Section 2	West Halton Parish Council/Member of the public	<p>Concern regarding the proposed compound site proposed to be located near West Halton off the A1077. The Parish Council noted general concern about this location close to the junction of Cliff Road. A resident noted that this route is heavily trafficked and that the compound site is on a sharp bend which is an accident black spot and where traffic speeds are high. They felt that the construction compound would be better built further along the A1077 adjacent to a straight section of highway giving clear views in all directions, reducing the risk of vehicular accidents.</p>	<p>Access is envisaged to be taken from Cliff Road (not from the A1077 junction).</p> <p>Any access off the highway network would be assessed from a safety perspective and would need to be agreed with the Highway Authority. These comments are noted and will be used to inform the ongoing design.</p>

Ref	Location	Respondent	Comment/issue	Applicant Response
12.3.6	Barrow upon Humber, Section 2	Member of the public	Concern previous pipeline projects have used Wold Road, Barrow upon Humber (sometimes with 13 lorries at a time, one after the other, bringing waste from the tunnel). Would like to see an alternative route found for construction traffic.	These comments are noted. However, Wold Road is a key connection to the A1077. The PEIR and statutory consultation materials show this as a primary route for construction traffic. Feedback is encouraged at statutory consultation stage.
12.3.7	South of Barton upon Humber, Section 2	North Lincolnshire Council	Temporary compound at the B1206 . The Council would expect this to be accessed from the B1206, not the slip road onto the A15. There have been a few collisions in this area in recent months, so this may require further investigation.	These comments are noted. It is envisaged that the access to the compound would be from the B1206.
12.3.8	Wootton, Section 2	Member of the public	Request to understand if there will be more traffic through the village of Wootton .	It is not currently envisaged that traffic would need to route through Wootton.
12.3.9	Ulceby, Section 2	Ulceby Road Safety Group	Request to obey the weight restricted areas in Ulceby with any heavy machinery or HGV movements.	It is not currently envisaged that traffic would need to route through Ulceby. The weight restriction is noted.
12.3.10	North and South	Member of the public	Request to understand traffic movements around North and South	The PEIR includes an initial assessment based on estimated

Ref	Location	Respondent	Comment/issue	Applicant Response
	Killingholme, Section 2		Killingholme. The storage facility/construction compound identified off Rosper Road will put additional traffic on the network which is very problematic at peak times and given the other proposed work in the area needs to co-ordinated. Thorough studies need to be done.	flows to and from the construction compound. This assessment will be further developed for the Environmental Statement and will also be discussed with the Highways Authority.
12.3.11	A180	Member of the public	Concern around how the pipeline will cross the A180 noting that this should not cause disruption and noting that any closure of the A180 would have impacts for Ulceby.	A trenchless crossing is proposed for all main roads. This means the pipeline will be laid under the A180 without any need to close the road

12.5 Public Rights of Way

- 12.5.1 A number of comments related to the potential impact of the Project on the Public Rights of Way (PRoW) network. These included comments from North Lincolnshire Council's Highways department as well as the East Riding and Kingston upon Hull Joint Local Access Forum, as well as members of the public. Table 12.4 provides full details.

Table 12-3 – Traffic and Transport Comments – Public Rights of Way

Ref	Respondent	Comment/Issue	Applicant Response
12.4.1	East Riding of Yorkshire & Kingston upon Hull Joint Local Access Forum	East Riding of Yorkshire & Kingston upon Hull Joint Local Access Forum noted that they will make representations regarding: (a) the temporary closure or diversion of PRoWs (b) developer enhancement of PRoWs affected (c) restoration and medium-term maintenance of PRoWs affected (d) governmental expectations that the affected PRoW network will be enhanced by developers, and (e) other issues pertaining to public use of affected PRoWs, including developer provision of funds for parishes traversed by the pipeline.	<p>The Traffic and Transport assessment which forms part of the PEIR and ES will undertake an assessment of interactions with PRoW.</p> <p>In most cases impacts on PRoW are expected to be temporary only, during construction.</p> <p>Where necessary temporary PRoW diversions will be identified and these will be discussed with the Council's PRoW officer. At statutory consultation stage the Access Forum, as well as local residents and representatives, will have an opportunity to comment on more detail.</p> <p>Where possible diversions would be avoided, but where needed these will be carefully managed to ensure alternative routes are suitable and to ensure disruption is kept to minimum. Where the Project interacts with PRoW these would be reinstated to equal or better condition.</p>
12.4.2	Member of the public	Several respondents made general requests to not obstruct public rights of way.	See above.
12.4.3	Member of the public	One respondent noted specifically that the proposed pipeline corridor bisects two public footpaths in the West Halton area.	See above.

Ref	Respondent	Comment/issue	Applicant Response
12.4.4	Member of the public	Query around whether access to the sea wall coastal path be maintained?	<p>During construction, it may be necessary to temporarily restrict and/or divert existing access along the coastal path and beach area within the draft Order Limits during construction works, to ensure public safety. The Project will look to minimise disruption and ensure accessibility. Once construction works are complete and the area is restored, it is not anticipated there would be any change to public access to the sea wall coastal path.</p>

13 Comments on: Water Resources, Flood Risk and Land Drainage

- 13.1.1 Detailed feedback was received from the Environment Agency in relation to flooding. In addition, feedback on flooding and land drainage issues was also received from one Internal Drainage Board and various landowners/land agents. For these stakeholders, the detail of how the pipeline will cross watercourses is a key issue.
- 13.1.2 Local landowners raised a number of concerns about the interaction of the proposed pipeline with low lying areas or areas that have experienced flooding in the past and were keen to ensure that the pipeline works do not exacerbate flooding issues or damage land drainage systems.
- 13.1.3 The Applicant will be working closely with the Environment Agency throughout the pre-application stage to address the issues raised and work with them collaboratively to ensure that the assessments presented within the ES are acceptable. In addition, the Applicant will engage with all the Internal Drainage Boards that the Project interacts with to seek their valuable local knowledge and agree parameters for works which impact the watercourses in their control.
- 13.1.4 The Project will engage directly with landowners and land agents on issues relating to land drainage. Through detailed surveys and design of mitigation measure the Project aims to ensure No adverse impact on drainage systems.
- 13.1.5 Table 13.1 summarises the feedback on this topic.

Table 13-1 – Water Resources Flood Risk and Drainage Comments

Ref	Respondent	Comment/issue	Applicant Response
13.1.1	Environment Agency	The corridor crosses several areas of Flood Zones 2 & 3, so flood risk will be an important part of the application.	Flood risk will be assessed within the Land Drainage and Hydrology section of the ES. Consideration of Flood Zones has already informed the routing process. Initial information is presented in the PEIR.
13.1.2	Environment Agency	Flood risk assessments will be required which should include groundwater flood risk.	Groundwater flood risk will be assessed within the Land Drainage and Hydrology section of the ES.
13.1.3	Environment Agency	The proposal crosses Statutory Main Rivers within the search corridor. Any works affecting these watercourses will be of interest and these assets should be protected.	Impacts on main rivers during construction are highlighted in the PEIR and will be further considered within the ES.
13.1.4	Environment Agency	Environment Agency capital projects that fall within the search corridor should be considered.	The Applicant will seek information on capital projects and work with the Environment Agency to consider interactions and ensure these are appropriately designed.
13.1.5	Environment Agency	Concerned about the method for, and justification of, each watercourse crossing. Preferred method is generally Horizontal Directional Drilling or another trenchless technique as these methods pose less risk in terms of habitat and species disturbance and destruction.	The Applicant appreciates that choice of crossing method is of key interest to the Environment Agency. The Applicant will engage with the Environment Agency to discuss crossing methods in detail.

Ref	Respondent	Comment/issue	Applicant Response
13.1.6	Environment Agency	Any watercourse crossings for access or construction machinery will need to be by clear span design.	The method of crossing watercourses during construction will be discussed with the Environment Agency and agreed on a case-by-case basis. All crossings will aim to protect the integrity of the watercourse and banks and to reinstate to original condition.
13.1.7	Environment Agency	There is a likelihood that the development will need to cross land owned by the Environment Agency.	The Applicant's land agents have engaged/will continue to engage with the Environment Agency as landowner and will continue to do so throughout the DCO process.
13.1.8	Environment Agency	Parts of the route pass through Principal aquifers and Source Protection Zones and may include some historical landfill sites. The pipeline will connect to several industrial sites, and pass-through brownfield areas, so there is a risk of contamination associated with these. Most of the risks are likely related to the construction and decommissioning phases.	These issues are noted. They are covered in the Geology and Hydrogeology section of the PEIR and further information will be provided in the ES.
13.1.9	Environment Agency	The scheme passes through three different water management areas of the Environment Agency. Their local area knowledge will be pertinent to this Project, for example, specific populations of any protected species to be aware of, or any area specific knowledge in relation to watercourses.	The Applicant has entered into a Discretionary Advice Agreement with the Environment Agency will engage with specialists across all areas/regions and topics.

Ref	Respondent	Comment/issue	Applicant Response
13.1.10	Yorkshire and Humber Drainage Boards	<p>Section 1 crosses the Rawcliffe, Black Drain, Dempster and Reedness & Swinefleet drainage districts, as well as others not managed by the Yorkshire and Humber Drainage Boards. Arterial watercourses, defined as those that are maintained by the Board in question, should be crossed using trenchless methods. Some of these watercourses, such as Swinefleet Warping Drain, are large, high-level carriers, that cannot be crossed through open-cut methods. Given that the route will effectively bisect the drainage districts in question, there is significant risk to the integrity of the land drainage systems in these areas unless the approach is reassessed.</p>	<p>The Applicant appreciates that choice of crossing method is of key interest to the Internal Drainage Boards (IDBs). The Applicant will gather information about these specific locations and will engage with the IDBs to discuss crossing method in detail. Meetings with IDBs were held in November and December 2024 and it was agreed that watercourse crossings would be considered on a case by case basis – these conversations will progress in parallel to statutory consultation.</p> <p>A drainage study will be undertaken. Where potential impacts on land drainage cannot be avoided, mitigation will be proposed.</p> <p>Works to reinstate drainage systems will be included within the DCO.</p>
13.1.11	Member of the Public	<p>Expressed concern that the pipeline corridor is close to Rawcliffe domestic boundaries and close to multiple feeds from septic tank liquid runoff.</p>	<p>Anywhere interactions occur with septic tank feeds/overflows the pipeline will be appropriately designed to cross these services (as is the case with all utilities).</p>
13.1.12	Member of the Public	<p>Land to the south of Rawcliffe has been identified as an area that floods every winter (up to 3 feet) in places.</p>	<p>Flood risk will be assessed within the Land Drainage and Hydrology section of the ES. Consideration of Flood Zones has already informed the routing process.</p>

Ref	Respondent	Comment/issue	Applicant Response
13.1.13	Member of the Public	Field drainage systems must be reinstated. Top soil must be kept separate from subsoil.	<p>Field drainage and soil management is being considered seriously by the Project. The Applicant will be carrying out full land drainage and soil surveys and will provide land drainage mitigation designs and soil management advice.</p> <p>Works to reinstate drainage systems will be included within the DCO.</p>
13.1.14	Member of the Public	Concerns around impact/effect on land around the south end of Alkborough. Concerned the pipeline will cross some of the essential dykes and cause potential flooding to adjoining residential properties.	<p>The Applicant is in the process of surveying the route and will be producing pre- and post-construction land drainage designs to ensure that existing land drainage systems can continue to function throughout the lifespan of the pipeline, and to help restore the soil structure following construction. All dyke/ditch crossings will be assessed to determine suitable crossing techniques.</p>
13.1.15	Member of the Public	Concern that the pipeline would impact drains installed by land owner from the corner on Soft Lane to the existing dyke which drains land around Soft Lane. Noted that the riparian in this location prevents flooding on 100s of acres of land.	<p>The Applicant's land drainage consultants will be offering meetings with relevant parties to ensure that any existing land drainage is identified and managed correctly to mitigate impact.</p>
13.1.16	Member of the Public	A number of points where the pipeline is proposed are subject to flooding. Including the fields adjacent to West Halton and the area of South Ferriby. Forecast to get much, much worse with	<p>The Applicant is in the process of surveying the route and will be producing pre- and post-construction land drainage designs to ensure that current and new land</p>

Ref	Respondent	Comment/issue	Applicant Response
13.1.17	Member of the Public/Land Agent	<p>global warming. What impact will this have on development and operation on the pipeline?</p> <p>Several land agents identified that land surrounding the Crowle area is prone to flooding.</p>	<p>drainage systems can continue to function taking into consideration the effects of climate change.</p> <p>Comments around sensitivity to flooding are noted. The Applicant's land drainage consultants will be offering meetings with relevant parties to ensure that any existing land drainage is identified and managed correctly to mitigate impact.</p>
13.1.18	Landowner/ Land Agent	Various land parcels are prone to flooding.	The Applicant's land drainage consultants will be offering meetings with relevant parties to ensure that any existing land drainage is identified and managed correctly to mitigate impact.
13.1.19	Landowner/ Land Agent	Landowner near Pattrington requested that one of their fields be avoided due to it being their lowest field and it not being suitable due to its inability to drain.	<p>*Design amended in response to feedback*</p> <p>The pipeline corridor has been widened in this area to give flexibility. Compared to the non-statutory consultation route the draft Order Limits include additional land to the south.</p> <p>The Applicant's land drainage consultants are liaising with this landowner to determine a suitable way forward.</p>

14 Comments on: Ecology and Biodiversity

14.1.1 A number of comments relating to ecology and biodiversity were received including from:

- North Lincolnshire Council
- Yorkshire Wildlife Trust

14.1.2 Several developers also commented on interaction with ecological mitigation site associated with their developments – these comments are included in Chapter 10.

Table 14-1 – Ecology and Biodiversity Comments

Ref	Respondent	Comment/issue	Applicant Response
14.1.1	North Lincolnshire Council	<p>Potential impacts on terrestrial SSSIs in North Lincolnshire require consideration</p> <p>Appropriate impact avoidance, mitigation measures and enhancements will be required for local sites, protected and priority species and priority habitats.</p> <p>The Project footprint and impact area have importance for a variety of protected and priority species and habitats.</p>	<p>The importance of statutory and non-statutory sites, priority habitats and species is recognised. Early identification of designated sites and priority habitats as key constraints has informed the pipeline routing.</p> <p>Impacts and mitigation will be considered in the Ecology and Biodiversity section of the PEIR/ES.</p>
14.1.2	North Lincolnshire Council	<p>The Applicant should provide the competent authority with the information “reasonably required” to carry out a Habitats Regulations Assessment (HRA) of the proposal, alone and in combination with other plans and Projects. Relevant International Nature Conservation Sites include:</p> <ul style="list-style-type: none"> • Humber Estuary Special Area for Conservation (SAC) • Humber Estuary Special Protection Area (SPA) • Humber Estuary Ramsar Site • Thorne Moor SAC • Thorne and Hatfield Moors SPA. 	<p>A Habitats Regulation Assessment will be prepared to provide the consenting authority with sufficient information to decide whether the Project will lead to likely significant effects on international sites.</p>

Ref	Respondent	Comment/issue	Applicant Response
14.1.3	North Lincolnshire Council	<p>The SSSIs in North Lincolnshire that could be affected by proposals are the Humber Estuary SSSI, Eastoft Meadow SSSI and South Ferriby Chalk Pit SSSI. Potential impacts on the Humber Estuary SSSI will primarily be addressed through the Habitats Regulations Assessment process. The only possible impacts on Eastoft Meadow SSSI would be related to pollution during construction. Such impacts are not likely to be significant, but nevertheless, will need to be addressed through protective measures secured in a Construction Environment Management Plan (CEMP).</p>	<p>The routeing of the pipeline has sought to avoid direct impact on SSSIs.</p> <p>Impacts and mitigation in relation to SSSIs will be considered in the Ecology and Biodiversity section of the PEIR/ES.</p>
14.1.4	North Lincolnshire Council	<p>The proposed pipeline route could affect a number of Local Wildlife Sites including Paupers' Drain, Keadby Warming Drain, Stainforth and Keadby Canal Corridor, Keadby Wetland, Keadby Wet Grassland, Alkborough Flats, New River Ancholme, East Drain, South Ferriby, Ancholme Fields, Whiting Mill Bottom Road Verges, Burnham Road, Deepdale, Thornton Curtis Chalk Pit Road Verge, Barton Road, Wootton Hall, Abbot's Lodge Grassland, South Cloister Covert, Mayflower Wood Meadow. Local Geological Sites include Kell Well, Burnham Lodge Quarry and Melton Ross Quarry.</p> <p>Many LWS were previously known as Sites of Importance for Nature Conservation (SINC) and are</p>	<p>Impacts and mitigation in relation to locally designated sites will be covered in the Ecology and Biodiversity section of the PEIR/ES.</p> <p>The need to consider saved Policy LC4 of the Local Plan and policy DQE of the New Local Plan is noted.</p>

Ref	Respondent	Comment/issue	Applicant Response
		<p>protected by saved policy LC4 of the Local Plan. The other LWS are of equivalent value (or better), having been surveyed and assessed against objective selection criteria ("Local Wildlife Site Guidelines for Greater Lincolnshire 3rd edition" (Greater Lincolnshire Nature Partnership 2013)). All will be protected by policy DQE3 in the New Local Plan.</p>	
14.1.5	North Lincolnshire Council	<p>Most of the habitats affected by the pipeline are likely to be arable and grazed pasture (modified grassland) fields bordered by ditches and/or hedgerows.</p>	<p>Habitat surveys including condition assessments (following the statutory metric guidance) will be carried out across the scheme in order to accurately record the habitats present.</p>
14.1.6	North Lincolnshire Council	<p>It should be noted that it is relatively easy for a hedgerow to be "important" in North Lincolnshire due to the reduced criteria thresholds and the potential to count additional features.</p>	<p>Hedgerow regulations assessments will be carried out. The advice on likelihood of hedgerow's being "important" is noted.</p>
14.1.7	North Lincolnshire Council	<p>Keadby Ash Tip is of national importance for invertebrates, lowland dry acid grassland and open mosaic habitats of previously developed land. It is particularly important that impacts on these features are avoided, if possible, or mitigated as necessary.</p>	<p>The importance and sensitivity of Keadby Ash Tip is noted. The routing of the non-statutory pipeline corridor sought to avoid much of this site and this is also reflected in the draft Order Limits for statutory consultation.</p>

Ref	Respondent	Comment/issue	Applicant Response
14.1.8	North Lincolnshire Council	<p>Various areas of priority habitat are likely to be encountered along the route often within the Local Wildlife Sites. Impacts on priority habitat should be avoided where possible.</p> <p>Advised that, in accordance with Natural England's standing advice for protected species detailed surveys will need to be carried out for various protected and priority species, including:</p> <ul style="list-style-type: none"> • Notable plants/habitats, • Invertebrates, • Reptiles, • Birds (wintering, passage and breeding), • Badger, • Bats, • Otter, • Water vole, and • Any other protected/notable species detected within the survey area. 	<p>Impacts and mitigation in relation to designated sites will be covered in the Ecology and Biodiversity section of the PEIR/ES.</p> <p>These areas will be protected/avoided where possible. Where there will be impacts these will be temporary and mitigated for through the Biodiversity Net Gain (BNG) strategy.</p>
14.1.9	North Lincolnshire Council	<p>District Level Licensing is likely to be proposed for great crested newts. The decision maker will</p>	<p>The Applicant is actively engaging with stakeholders and has discussed and agreed the scope of surveys with the Council and Natural England.</p>
14.1.10	North Lincolnshire Council	<p>District Level Licensing is likely to be proposed for great crested newts. The decision maker will</p>	<p>It is proposed that a countersigned impact assessment and conservation payment</p>

Ref	Respondent	Comment/issue	Applicant Response
		<p>therefore need to consider whether the development meets the:</p> <ul style="list-style-type: none"> • ‘No satisfactory alternative’ test, and • ‘Imperative reasons of overriding public interest’ (IROPI) test. 	<p>certificate (an IACPC) from Natural England is submitted in support of the DCO application. A countersigned IACPC confirms that the development: is suitable for district level licensing; meets the ‘favourable conservation status’ (FCS) test in the Habitats Regulations 2019; and will compensate for any impacts on great crested newts by a conservation payment.</p>
14.1.11	North Lincolnshire Council	<p>Appropriate measures will be required to deal with any invasive non-native species that are encountered, including Japanese Knotweed, Giant Hogweed and Himalayan (Indian Balsam).</p>	<p>Habitat surveys will be carried out across the scheme in order to accurately record any invasive non-native species of flora. Appropriate measures in relation to invasive non-native species of flora will be considered in the Ecology and Biodiversity section of the PEIR/ES.</p>
14.1.12	North Lincolnshire Council	<p>Advised to align with The National Planning Policy Framework paragraph 180 to 186 and that the Core Strategy Policy CS17 is also applicable.</p>	<p>Impacts and mitigation in relation to important ecological features and a strategy for BNG will be covered in the Ecology and Biodiversity section of the PEIR/ES.</p>
14.1.13	North Lincolnshire Council	<p>At the time of writing, Defra has committed to Biodiversity Net Gain applying to Nationally Significant Infrastructure Projects from November</p>	<p>This will be addressed within our assessment as above and in line with the forthcoming Government guidance in relation to BNG and NSIPs.</p>

Ref	Respondent	Comment/issue	Applicant Response
		<p>2025. Information required for the Council to assess BNG proposals includes:</p> <ul style="list-style-type: none"> • The full Statutory Biodiversity Metric spreadsheet (not extracts or a pdf version). • Condition assessments of baseline and proposed habitats, noting which criteria are (or are projected to be) passed and which are not • Assessors' notes on any assumptions made in the metric, including evidence for any strategic significance decisions • Baseline and proposed habitat maps • A biodiversity net gain plan with management and monitoring prescriptions for at least 30 years 	
14.1.14	Lincolnshire Wildlife Trust	Concerns about the ecological impacts of this development, both in terms of direct impacts on habitats and species within the trenching corridor, and the development's wider sphere of disturbance.	Direct and indirect impacts and mitigation in relation to designated sites, habitats and protected/notable species will be covered in the Ecology and Biodiversity section of the PEIR/ES.
14.1.15	Lincolnshire Wildlife Trust	Concerns about the apparent direct impacts on functionally linked land utilised by a number of conservation features of the Humber SPA, and designated habitats of the Humber SAC.	Impacts and mitigation in relation to the Humber will be covered in the Ecology and Biodiversity section of the PEIR/ES and HRA.
14.1.16	Lincolnshire Wildlife Trust	Concerns about the overspill of this development beyond the boundaries of the South Humber Gateway Industrial Land allocation, and precedent this corridor	The proposed pipeline is underground and AGIs are relatively small. The pipeline is

Ref	Respondent	Comment/issue	Applicant Response
14.1.17	Lincolnshire Wildlife Trust	<p>would set for wider encroachment and further industrialisation in this locality.</p> <p>Concerns about the cumulative impacts of the current intensive programme of development in the Immingham region, with multiple NSIPs and TCPA developments in progress, where we hold specific concerns over the level of in-combination and cumulative impacts.</p>	<p>important for the decarbonisation of the region and is not considered to set a precedent for encroachment.</p> <p>The PEIR/ES will present an assessment of cumulative effects. The Applicant would welcome further discussion about the level of in-combination and cumulative impacts.</p>
14.1.18	Forestry Commission	<p>Proposals in proximity to ancient woodland should have a buffer zone of at least 15m from the boundary of the woodland to avoid root damage. Where assessment shows other impacts are likely to extend beyond this distance, for example the effects of air pollution from increased traffic, the proposal is likely to require a larger buffer zone.</p> <p>In relation to the presence of non-ancient woodland within the proposal, paragraph 131 of the NPPF which states that planning policies and decisions should ensure that existing trees are retained wherever possible.</p>	<p>Under the current design no ancient woodland will be impacted as there is none within the draft Order Limits or within 15m. Tree loss will be avoided where possible and retained trees will be protected in line with British Standards.</p> <p>Impacts and mitigation in relation to woodlands, hedgerows and trees will be covered in the Ecology and Biodiversity section of the PEIR/ES.</p>
14.1.19	Member/s of the public	Concern re potential impact on RSPB Island Farm site.	<p>*Design amended in response to feedback*</p> <p>The draft Order Limits have been adjusted to avoid the RSPB site.</p>

Ref	Respondent	Comment/issue	Applicant Response
			<p>The PEIR/ES will however consider the impact of construction work in close proximity to this mitigation site.</p>
14.1.20	Member/s of the public	<p>Several members of the public expressed concern that the proposed pipeline as presented at non-statutory consultation goes through Mayflower Woods near South Killingholme which is a nature reserve with lots of wildlife including birds, squirrels, deer, badgers and bog land and a much loved community asset.</p>	<p>*Design amended in response to feedback*</p> <p>The draft Order Limits have been amended in response to feedback and now avoid Mayflower Woods.</p>
14.1.21	Member of the public	<p>There are mature trees growing on the corner of the A1077 proposed construction compound area near Flixborough. What assurances have been given that these will not be felled to allow construction of this compound?</p>	<p>The construction compound shown at non-statutory consultation stage at Flixborough is no longer required and does not now form part of the proposed development.</p>
14.1.22	Member of the public	<p>Paull has a wealth of important features - ecologically and historically. Concern this Project will have an adverse impact on the environment and precious ecosystems.</p>	<p>The PEIR/ES and HRA will consider the impact on sensitive receptors in this area and ensure that they are adequately addressed in line with the mitigation hierarchy.</p>
14.1.23	Member of the public	<p>Impact on Crowle Moors SSSI is a particular concern as the route through Goole Fields and Swinefleet Common is very close to that reserve.</p>	<p>Crowle Moors SSSI has been considered and will be covered in the assessment presented in the PEIR/ES. This site is designated for its heathland habitats - the proposed pipeline corridor is 2km away and therefore will not impact habitats. It is also designated for nightjar which the proposed pipeline corridor does not have suitable</p>

Ref	Respondent	Comment/issue	Applicant Response
			<p>habitat for as they are predominantly a heathland bird species, and the draft Order Limits largely comprises open farmland. There is also no hydrological connectivity to incur indirect impacts such as pollution.</p>
14.1.24	Member of the public	<p>The pipeline goes across the River Trent between Alkborough Flats and Burton upon Stather which is an SSSI. It is essential that the construction does not disturb the flora, fauna and wildlife in this area. Queries whether a trenchless method will be used to cross this site.</p>	<p>A trenchless crossing will be used to cross the River Trent. Impacts and mitigation in relation to statutory designated sites including SSSIs will be covered in the Ecology and Biodiversity section of the PEIR/ES.</p>
14.1.25	Member/s of the public	<p>Concerned that the pipeline may interact with mature trees or newer trees and hedgerows which have recently been planted through Environmental Stewardship and more recently through the Humber Forest Project, including on running down Ings Lane to the Humber River.</p>	<p>Tree loss will be avoided where possible and retained trees will be protected in line with British Standards. Temporary habitat losses will be reinstated in equal or better condition and habitat losses (including trees and hedgerows) will be uplifted as part of the BNG strategy.</p>
14.1.26	Member of the public	<p>What is the impact in terms of the amount of carbon that will be released by removing hedgerows and trees?</p>	<p>Impacts and mitigation in relation to these ecological features will be covered in the Ecology and Biodiversity section of the PEIR/ES. Overall, the purpose of the Humber Carbon Capture Pipeline is to facilitate the overall decarbonisation of the Humber area. Carbon</p>

Ref	Respondent	Comment/issue	Applicant Response
14.1.27	Member of the public	<p>Respondents raised various concerns about impact of works on particular species including:</p> <ul style="list-style-type: none"> • Pink footed geese as well as waders, including curlew, lapwing and golden plover during the winter. • Nesting terns on the reservoir in the Cemex site, Ferriby • Birds, hares, and Roe deer, as well as native wild flowers that use fields near West Halton. 	<p>Impacts as part of the development will be covered in the climate section of the PEIR/ES.</p> <p>Impacts and mitigation in relation to these ecological features will be covered in the Ecology and Biodiversity section of the PEIR/ES.</p> <p>Various surveys have already been carried out in the area and wintering/passage bird surveys are currently ongoing. Both historical and new data will inform detailed assessments.</p> <p>The Project will continue to work closely with Natural England and the Local Planning Authorities to ensure that impacts to all species are appropriately assessed.</p>

15 Comments on Cultural Heritage

- 15.1.1 Detailed feedback on cultural heritage was received from North Lincolnshire Council's archaeological and conversation officers. In addition, several members of the public expressed an interest in heritage issues and highlighted a number of local features that the Project should have regard to.
- 15.1.2 Table 15.1 summarises these comments.

Table 15-1 – Cultural Heritage Comments

Ref	Respondent	Comment/issue	Applicant Response
15.1.1	North Lincolnshire Council	The proposed pipeline and associated works have the potential for direct and indirect impacts on designated and non-designated heritage assets and their settings along the pipeline corridor and associated works. Assessment should consider impacts to conservation areas in close proximity to the corridor (including Winterton, Barrow and Crowle).	Both physical impacts to heritage assets and impacts caused by changes in the setting of an asset will be considered within the ES and supporting baseline report.
15.1.2	North Lincolnshire Council	The heritage assessment will be required to identify and describe the significance of all heritage assets and their settings likely to be affected by this Project.	A heritage baseline report will be undertaken to identify and describe the heritage significance (value) of all the heritage assets likely to be affected by the Proposed Development. This assessment will inform the ES and be appended to it.
15.1.3	North Lincolnshire Council	Pre-application archaeological field evaluation is required in North Lincolnshire to identify unknown potential archaeological remains and to adequately assess the heritage significance of all identified archaeological heritage assets and assess the impacts of the proposals (on significance).	A methodology is being compiled for a programme of pre-application evaluation. The Applicant intends to share this with appropriate consultees through the forum of a 'heritage working group'.
15.1.4	North Lincolnshire Council	The pre-application archaeological evaluation should comprise a programme of non-intrusive and intrusive field surveys; it is important that	A methodology is being compiled for a programme of pre-application evaluation. The Applicant intends to share this

Ref	Respondent	Comment/issue	Applicant Response
15.1.5	North Lincolnshire Council	<p>these are programmed to commence as soon as possible to take account of land-use management and access issues to avoid any unnecessary delays to the Project.</p> <p>Measures to enhance and conserve the heritage assets and their settings based on the results of the archaeological evaluation and heritage assessment should inform the planning and design of the development.</p>	<p>with appropriate consultees through the forum of a 'heritage working group'.</p> <p>The design of the pipeline and AGIs is ongoing and will be informed by the results of a variety of specialist assessments where practicable.</p>
15.1.6	North Lincolnshire Council	<p>Harm to heritage assets should be avoided wherever possible; where this is not feasible, measures to off-set any justifiable harm will be required.</p>	<p>As part of the ongoing design process, the initial scoping for the Proposed Development sought to avoid physical impacts to all designated assets. The heritage baseline report will assess the degree of potential impact to all designated and non-designated assets along the route of the Proposed Development and will seek to design out these impacts where feasible. Where those impacts are unavoidable, an appropriate scheme of mitigation to off-set that harm will be devised and included within an Outline Heritage Management Strategy (OHMS) to be submitted as part of the DCO application.</p>
15.1.7	North Lincolnshire Council	<p>An Archaeological Management Plan (AMP) should be submitted with the DCO application setting out measures such as exclusion zones with appropriate protections of sensitive areas, the nature and extent of further archaeological</p>	<p>The Applicant intends to create an OHMS to be submitted as part of the DCO application. This will detail all works required to mitigate impacts to heritage assets and will be informed by the baseline assessment and available pre-application archaeological survey results.</p>

Ref	Respondent	Comment/issue	Applicant Response
15.1.8	North Lincolnshire Council	<p>works prior to/ during construction work, and a programme of community engagement.</p> <p>The AMP should be appended to the Draft CEMP submitted with the application.</p>	<p>The Applicant intends to submit the OHMS as part of the DCO application</p>
15.1.9	North Lincolnshire Council	<p>Draft DCO Requirements for Archaeology should secure the implementation of the AMP and include for the submission of Written Schemes of Investigation prepared by appointed archaeological contractors for the approval of the local planning authority prior to commencement of each stage of the construction as appropriate.</p>	<p>The Applicant intends to submit an OHMS as part of the DCO application that will capture all the requirements for archaeological mitigation in the scheme.</p>
15.1.10	North Lincolnshire Council	<p>The heritage assessment should consider the contribution made by the setting of individual heritage assets. The setting analysis should comprise photographs between the location of any AGIs and the heritage asset identified. A phased approach should be taken assessing assets within 500m, 1km and 3km zones, as required.</p>	<p>The contribution of setting to an asset's significance will form a part of the assessment, in line with Historic England Guidance GPA 3.</p> <p>The heritage team will work with the landscape team to identify sensitive viewpoints for potential visualisations in support of the assessment. The heritage assessment will also make use of the landscape Zone of Theoretical Visibility (ZTV) to expand the 500m study area to consider impact to sensitive viewpoints in areas which the ZTV has identified.</p>

Ref	Respondent	Comment/issue	Applicant Response
15.1.11	North Lincolnshire Council	Note that the Thornton Abbey site is highlighted as sensitive with many highly graded assets, as well as assets in East Halton and North and South Killingholme	Noted, the assessments will consider the issues in this area.
15.1.12	North Lincolnshire Council	Consideration should be given to mitigation for AGIs if they would result in alterations to the setting of heritage assets.	Discussion on proportionate mitigation proposals will be held in due course, following assessment and further design review.
15.1.13	Member of the public	Request to consider the historical buildings located in the field to the east of North Killingholme near to the Prax Lindsey Oil Refinery, these should be maintained.	All heritage assets, both designated and non-designated within the Proposed Development and a 500m Study Area surrounding it, will be considered as part of the heritage baseline report.
15.1.14	West Halton and Coleby Parish Council	The area around West Halton is archaeologically sensitive with an ancient Saxon settlement and barrow present in the village. There is potential for other interesting artefacts. In addition, the pipeline cuts straight across Ermine Street. Many Roman remains have been found in this area.	An assessment of archaeological potential based on known archaeology and historical context will be completed as part of the heritage baseline report. The results of this will go on to inform a suitable and proportionate programme of non-intrusive and intrusive archaeological fieldwork. This in turn will inform any required programme of mitigation for impacts to buried archaeological remains.
15.1.15	Member of the public	Proposed pipeline corridor is in close proximity to a scheduled monument known as Wootton Hoe/Hoe Hill/Galley Hill, a Bronze Age round barrow (Monument Number 78788), located at the approximate What3Words coordinates ///ticket.envy.roost. This monument is lesser-	The route published at non-statutory consultation avoided this site and routed to the east – this alignment is maintained for statutory consultation. The Project will continue to seek to exclude designated heritage assets from its Order Limits to preserve them in situ.

Ref	Respondent	Comment/issue	Applicant Response
		<p>known and has limited local awareness. It is situated on private land and was surveyed through a visual assessment in 1963. Historic England Research Record for Monument Number 78788.</p>	<p>As part of the baseline assessment, the National Heritage List for England datasets, as maintained by Historic England, will be obtained to identify all designated assets within the Proposed Development and a 500m Study Area around it.</p>
15.1.16	Member of the public	<p>There has been no mention of archaeological investigations at Dimlington. Previous investigations of sites in that area have uncovered some interesting items which are now held at the Treasure House History Centre at Beverley.</p>	<p>A heritage baseline report will be completed as part of the EIA process that will look to detail all known and potential archaeology within the Proposed Development and will inform the ES.</p> <p>Current available evidence would suggest that most of the historic fabric at Dimlington has been lost due to coastal erosion at Easington. However, further assessment will be undertaken to assess what may remain.</p>
15.1.17	Landowner	<p>Noted a number of local archaeological finds in the local area.</p>	<p>A heritage baseline report will be completed as part of the EIA process that will look to detail all known and potential archaeology within the Proposed Development and will inform the ES. The baseline will draw from the local Historic Environment Record and Portable Antiquity Scheme data sets, where it is hoped these finds have been captured for use in assessment. Further local feedback on heritage is welcomed at statutory consultation stage.</p>

16 Comments on: Coastal and Intertidal Processes

- 16.1.1 Non-Statutory feedback relevant to this topic was submitted by the Marine Management Organisation (MMO) and the Maritime and Coastguard Agency (MCA) and by a member of the public. The comment raised are summarised in Table 16.1.
- 16.1.2 The Project will engage further with the MMO and MCA to secure appropriate consents.

Table 16-1 – Coastal and Intertidal Processes Comments

Ref	Respondent	Comment/Issue	Applicant Response
16.1.1	Member of the Public	What about coastal erosion? The Easington site could become an island.	The Applicant is aware that the coastline is eroding and is taking this into account in the siting and design of the pipeline and Pump Facility. The Applicant is engaging with the Environment Agency and East Riding of Yorkshire Council on this issue. Coastal processes are covered in Chapter 20 of the PEIR.
16.1.2	Just Transition Wakefield / Member of the public	What plans are in place for the operation of the pipeline if/when the sea level rise predictions come to pass within the operation phase of the pipeline? Notes that predictions of sea level rise in East Riding suggest parts of the pipeline will be within the daily tidal range by 2050.	The offshore pipeline is subject to a separate consent. The landfall area of the pipeline, within this DCO, will be designed to be resilient to sea level rise.
16.1.3	Maritime and Coastguard Agency	Confirmation is sought of the extent of construction works undertaken below the Mean High-Water Spring for the onshore works over the rivers and on the east coast at Easington.	A number of options for the landfall installation are still under consideration. The PEIR describes the four options being considered and ES will provide further details of the works within the marine environment. The Project will engage further with Maritime and Coastguard Agency and share information, as available.
16.1.4	Maritime and Coastguard Agency	The Maritime and Coastguard Agency would expect any impact on shipping and navigation to be assessed by the Applicant and any works in the marine environment to be	The Project is aware of the need to apply for a Marine License is already engaging with the Marine Management Organisation.

Ref	Respondent	Comment/Issue	Applicant Response
		subject to the appropriate marine licensing regime before carrying out any marine licensable works.	<p>A Marine License will be sought for any pre-construction surveys required. It is then envisaged that the license required for the main works would be incorporated with the DCO as deemed consent.</p> <p>The Maritime and Coastguard Agency will be engaged as the Project progresses, as appropriate.</p>
16.1.5	Maritime and Coastguard Agency	<p>The location of the works onshore which cross the River Trent and the River Humber (for example) may also fall within the jurisdiction of a Statutory Harbour Authority (SHA) and therefore they are responsible for the safety of navigation within their waters. The SHA should therefore be consulted on any plans for works within their waters.</p>	<p>Noted. The Easington landfall (which is the limit of the Order Limits for this consent) falls outside any SHA areas, however the wider study area includes the outer limits of the Statutory Harbour Authority for ABP Humber.</p> <p>The Applicant is engaging with the Statutory Harbour Authority and will continue to do so as the Project progresses, as appropriate.</p>
16.1.6	Maritime and Coastguard Agency	<p>The MCA would like to ensure that the worst-case scenario for shipping and safe navigation is considered going forward and depending on the scale of the works a proportionate Navigation Risk Assessment, in accordance with the International Maritime Organisation Formal Safety Assessment Process, should be considered.</p>	<p>A Navigational Risk Assessment has been undertaken for the offshore pipeline (which will be separately consented) from the landfall at Easington to the Endurance Store in the North Sea. This offshore consent is currently being separately progressed, with submission anticipated in 2028.</p>

Ref	Respondent	Comment/Issue	Applicant Response
16.1.7	Marine Management Organisation	<p>Please be aware that any works within the Marine area require a licence from the Marine Management Organisation.</p>	Noted, see above.
16.1.8	Marine Management Organisation	<p>It is down to the Applicant themselves to take the necessary steps to ascertain whether their works will fall below the Mean High Water Springs mark.</p> <p>Marine Licensing Works activities taking place below the mean high-water mark may require a marine licence in accordance with the Marine and Coastal Access Act (MCAA) 2009. Such activities include the construction, alteration or improvement of any works, dredging, or a deposit or removal of a substance or object below the mean high water springs mark or in any tidal river to the extent of the tidal influence.</p>	<p>The Project acknowledges it is responsible for determining if the proposed works fall below the Mean High Water Springs (MHWS) mark. This Project comprises of works to the Mean Low Water Spring (MLWS) mark at the Easington Landfall and as such, has commenced engagement with the Marine Management Organisation.</p> <p>A Marine License will be sought for any pre-construction surveys if required. It is then envisaged that the license required for the main works would be incorporated with the DCO as deemed consent.</p>
16.1.9	Marine Management Organisation	<p>A wildlife licence is also required for activities that would affect a UK or European protected marine species.</p>	<p>The Project acknowledges that any activity with the potential to affect UK or European protected marine species will require a wildlife licence. These will identify any potential impacts on protected species, and appropriate mitigation measures which will be considered during the Project. Where required, an application for a wildlife licence will be submitted.</p>

Ref	Respondent	Comment/Issue	Applicant Response
16.1.10	Marine Management Organisation	Proposals should conform with all relevant policies, taking account of economic, environmental and social considerations. At its landward extent, a marine plan will apply up to the mean high water springs mark, which includes the tidal extent of any rivers. As marine plan boundaries extend up to the level of the mean high water spring tides mark, there will be an overlap with terrestrial plans which generally extend to the mean low water springs mark.	The Applicant understands the need for the proposals to conform to all relevant policies, including economic, environmental, and social considerations. The Project will ensure that the works align with the relevant marine plans (e.g. East Inshore), particularly as marine plan boundaries extend up to the MHWS mark. We acknowledge the overlap with terrestrial plans, which extend to the MLWS mark, and will ensure that our proposals address the requirements of both marine and terrestrial regulatory frameworks.
16.1.11	Marine Management Organisation	Planning documents for areas with a coastal influence may wish to make reference to the MMO's licensing requirements and any relevant marine plans to ensure that necessary regulations are adhered to.	The Applicant will ensure that all planning documents for areas with coastal influence make explicit reference to the MMO's licensing requirements and relevant marine plans. Thus, ensuring regulatory requirements are adhered to and minimising risks of non-compliance.
16.1.12	Joint Nature Conservation Committee (JNCC)	Confirms the Project is not located within the offshore area, does not have any potential offshore nature conservation issues and is not concerned with nature conservation at a UK-level, therefore JNCC does not have any comments to make on the consultation.	Noted.

17 Comments on other EIA Topics

- 17.1.1 Comments were also received of relevance to the EIA topics, including Noise, Socio Economics and Human Health. Comments are summarised in Table 17.1

Table 17-1 – Comments on other EIA Topics

Ref	EIA topic	Respondent	Comment/issue	Applicant Response
17.1.1	Noise and Vibration	Member of the public	Several residents expressed concern about the noise that construction works would generate. They raised concerns about noise disruption to daily life. This includes feedback from Wootton and Coleby.	An assessment of noise impact will be undertaken as part of the PEIR/ES. This will consider noise impacts to sensitive receptors. It will also consider noise in terms of potential cumulative effects from other projects in combination. In most cases noise impacts will be temporary, associated with construction works and construction traffic.
17.1.2	Noise and Vibration	Member of the public	Residents were interested to understand the implications for noise, and in particular asked what the hours of construction works would be.	Twenty-four-hour working would be required to align with critical work activities such as tunnelling, boring, testing or works associated with offshore interfaces. The timing of construction works would take account of environmental sensitivities, including residential and commercial properties.
17.1.3	Noise and Vibration	Member of the public	Resident asked whether there would be any noise from the AGIs.	Based on experience of similar developments, it is not expected that the AGIs will generate significant levels of noise during normal operation. Assessment of operational noise has therefore been scoped out, in line with the Scoping Opinion.
17.1.4	Noise and Vibration	Member of the public	Several residents, including residents from near Paull and Thorngumbald expressed concern about – vibration (as well as noise)	Vibration is an important part of the assessment and will be reported in the ES as a combined

Ref	EIA topic	Respondent	Comment/issue	Applicant Response
17.1.5	Noise and Vibration	Member of the public	<p>as they have experienced this on other pipeline projects.</p> <p>A resident near Barton-upon-Humber was concerned about a temporary major construction compound near their property and the noise and traffic that might be caused.</p>	<p>'Noise and Vibration assessment'. The PEIR, Chapter 13, provides preliminary assessment.</p> <p>The noise and vibration assessment will include consideration of noise associated with construction traffic, including access to temporary working compounds.</p>
17.1.6	Human Health	West Halton and Coleby Parish Council	<p>Queries about what plans are there for mitigation funding for the communities affected by the disruption. The Parish Council noted that they would expect there to be some funding available.</p>	<p>The Applicant is committed to working directly with local communities to secure meaningful and long-term economic, social and environmental benefits in the local area. The Applicant is considering a community benefit fund to benefit local and community initiatives. More details will be available as the project develops.</p>
17.1.7	Human Health	Member/s of the public	<p>Various requests for the Project to 'give back' to the community, including the suggestion that Goxhill should get a new community centre.</p>	<p>See above</p>
17.1.8	Human Health	Member of the public	<p>Notes that communities might be more engaged and positive if there were clearly described local benefits. Green jobs is very much an umbrella term and not one which gives confidence that new opportunities will actually arise.</p>	<p>The Socio-Economic chapter of the PEIR and ES will consider the economic benefits of the Project, including on job creation.</p> <p>As noted above, the Applicant is also considering a community benefit fund to benefit local and</p>

Ref	EIA topic	Respondent	Comment/issue	Applicant Response
17.1.9	Socio Economics	Member of the public	Local benefits such as a grant fund for community organisations, reduction in council tax or discounts to energy bills would be most welcome. Request for the Project to offer engineering apprenticeships for locals and for the supply chain to be local.	community initiatives. More details will be available as the project develops. These opportunities will be discussed further in the Socio-Economic chapter of ES and also considered through the procurement strategy of the positive impact the Project may have through the creation of new jobs.. Chapter 14 of the PEIR provides a preliminary assessment. The Project will actively seek opportunities to support the local economy, including through supporting local supply chain, where appropriate.
17.1.10	Socio Economics	Member of the public	Various questions around claimed employment benefits: <ul style="list-style-type: none"> To what extent are these additional jobs (i.e. increasing the overall rate of employment for the area/region)? What other jobs are they projected to be displacing? What proportion of these are skilled and highly paid jobs and what proportion in supporting or lower-skilled administrative roles which can expect to be lower paid? 	The Socio-Economic chapter ES will consider these issues in more detail. Chapter 14 of the PEIR provides a preliminary assessment.

Ref	EIA topic	Respondent	Comment/issue	Applicant Response
			<ul style="list-style-type: none"> What proportion are expected to be permanent and long-term, and what proportion transitory (e.g. those associated with peak construction periods, or with temporary maintenance outages)? <p>What proportions are expected to go to workers living within daily travelling distance (i.e. by active travel or public transport)?</p> <p>What proportion are induced jobs with no direct or specific relation to the industry (that is, which could equally be supported by alternative methods of increasing local spending power or demand for ordinary goods and services)?</p>	
17.1.11	Human Health	UK Health Security Agency	The Health section of the ES should summarise key information, risk assessments, proposed mitigation measures, conclusions and residual impacts, relating to human health.	Noted. The ES chapter on Health will provide this information. Chapter 15 of the PEIR provides a preliminary assessment.
17.1.12	Human Health	UK Health Security Agency	Notes that the current proposals do not appear to consider possible health impacts of Electric and Magnetic Fields (EMF). UKHSA requests that the ES clarifies this. They request that the Applicant should confirm either that the proposed development does	The Project is not considered likely to result in significant EMF effects and therefore this matter is scoped-out of the EIA. The Scoping Report provides more details.

Ref	EIA topic	Respondent	Comment/issue	Applicant Response
17.1.13	Human Health	UK Health Security Agency	<p>not impact any receptors from potential sources of EMF; or ensure that an adequate assessment of the possible impacts is undertaken and included in the ES.</p> <p>The Health Chapter should be structured such that a reader can consider route wide impacts and then consider impacts on local communities. The section maps of the proposed route provide a useful approach.</p>	<p>Noted. The ES chapter on Health will be structured with this in mind.</p>

18 Comments on interactions with utilities

- 18.1.1 At non-statutory stage useful feedback was received from a number of statutory undertakers in relation to potential interactions of the pipeline with utilities.
- 18.1.2 Feedback was received from:
- RWE
 - National Grid Electricity Transmission Network
 - Cadent
 - Uniper
- 18.1.3 The Applicant is aware that the proposed pipeline will need to cross a range of services and utilities – this is very typical for a project of this nature and appropriate design solutions are available. The Applicant will engage with all statutory undertakers to identify specific interactions and discuss design solutions. The Applicant intends to agree Protective Provisions and for these to be included within the DCO.
- 18.1.4 Table 18.1 summarises the specific comments received.

Table 18-1 – Utilities Comments

Ref	Respondent	Comment/Issue	Applicant Response
18.1.1	RWE	RWE is keen to ensure any interaction with electricity cabling for the Goole wind turbines is appropriately designed.	The Applicant engaged with RWE in September 2024 and obtained 'as built' drawings of the wind farms showing the location of electricity cabling. The pipeline will cross RWE cables at a number of locations and the Applicant will work with RWE to agree appropriate Protective Provisions.
18.1.2	RWE	Noted that the proposed pipeline corridor falls within close proximity to the proposed Stallingborough Combined Cycle Turbine (CCGT) generating plant and Carbon Capture Plant (CCP) which is a Nationally Significant Infrastructure Project in the North Lincolnshire and North East Lincolnshire area.	The Applicant exchanged map files with the CCTG project and held discussions in September 2025. Further engagement with RWE to understand the specific interaction with their Stallingborough project will be undertaken as the two projects develop. Interactions between the two projects look likely to be limited to pipeline crossings in the area around South Killingholme and the two organisations will work together to agree appropriate crossing arrangements.
18.1.3	National Grid Electricity Transmission Network (NGET)	NGET have high voltage electricity overhead transmission lines, underground cables and a high voltage substation within and in close proximity to the proposed pipeline corridor. They provided details of their requirements for working in the vicinity of their apparatus and noted the need for appropriate Protective Provisions within the DCO to safeguard the integrity of their assets.	The Applicant is undertaking a detailed analysis of interactions with utilities infrastructure and the interactions with NGET apparatus are noted. The Applicant intends to engage with NGET and other utilities providers to ensure the design takes appropriate account of these interactions. It is intended that appropriate Protective Provisions will be included within the DCO. Construction activities will be undertaken within NGET's and HSE's guidelines for safe working.

Ref	Respondent	Comment/Issue	Applicant Response
		A full list of interactions and maps of their assets and apparatus were provided	
18.1.4	National Grid Electricity Transmission Network (NGET)	National Grid requested that the potential impact of the scheme on its existing and future assets and any diversions required should be considered in the ES.	As noted above, Protective Provisions will be agreed for locations where the pipeline crosses existing NGET assets. The Applicant will work with NGET to understand where the pipeline would cross new NGET assets and agree appropriate designs. At this stage, the only diversion of existing electricity distribution asset envisaged to be required is for a section of wooden-pole overhead line near Easington which is understood to be operated by Northern PowerGrid. The Project team will engage with the operator on the approach and design of the diversion and this will be appropriately detailed in the ES.
18.1.5	National Grid Electricity Transmission Network (NGET)	NGET noted that where any diversion of apparatus is required it would be unable to give any certainty until it has conceptual design studies.	As above, at this stage no diversions of NGET apparatus are envisaged.
18.1.6	National Grid Electricity Transmission Network (NGET)	National Grid urged the HCCP Project to take account of possible interactions with future projects and signposted to their Holistic Network Design (HND) and the National Grid ESO website. https://www.nationalgrideso.com/future-energy/the-pathway-2030-holistic-network-	The Applicant has engaged with NGET to understand projects coming forward in the local area and to ensure interactions are appropriately considered. Where appropriate Protective Provisions will be included within the DCO.

Ref	Respondent	Comment/Issue	Applicant Response
18.1.7	Member of the public/landowner	<p>design/hnd'</p> <p>NGET requested that all existing and future assets are appropriately considered, given their criticality to distribution of energy across the UK.</p> <p>Expressed concern that the pipeline appears to go under the 400 kV power cables belonging to National Grid.</p>	<p>As noted above the Applicant is aware of interactions with utilities and will be engaging with National Grid to ensure the construction activity adheres to its guidelines.</p>
18.1.8	Cadent (Gas)	<p>Cadent identified the following apparatus within the vicinity of the proposed pipeline corridor:</p> <ul style="list-style-type: none"> • High and intermediate pressure (above 2 bar) gas pipelines and associated above ground and below ground equipment • Low or Medium pressure (below 2 bar) gas pipelines and associated above and below ground equipment (as a result they noted it is highly likely that there are also gas services and associated apparatus in the vicinity, these are not shown on plans but their presence should be anticipated and investigated further). • Above Ground Installations <p>Cadent noted that it will require appropriate protection, assurance or relocation of retained apparatus including compliance with relevant</p>	<p>The Applicant is undertaking a detailed analysis of interactions with utilities infrastructure and the interactions with Cadent gas apparatus are noted.</p> <p>The Applicant intends to engage with Cadent and other utilities providers to ensure that the design takes appropriate account of these interactions. It is intended that appropriate Protective Provisions will be included within the DCO.</p> <p>All construction activities will be undertaken within Cadent's and HSE's guidelines for safe working.</p>

Ref	Respondent	Comment/Issue	Applicant Response
		standards for works which may be proposed within close proximity of its apparatus.	
18.1.9	Cadent	Cadent is progressing plans for an East Coast Hydrogen Pipeline (ECHP). The ECHP has been broken down into individual pipeline phases and the specific pipeline in the South Humber region is the ECHP North – Phase 1 pipeline. The ECHP North – Phase 1 pipeline is planned to stretch from the Immingham/Grimsby region in the East as far as Rotherham in the West. It is anticipated that the majority of the hydrogen pipeline will be planned to the south of the HCCP, however there may be some interaction between the projects example around Killingholme and Immingham.	The Applicant met with Cadent in November 2024 and September 2025 to discuss its plans for the ECHP. The ECHP project is in at early stage, but the potential for overlap in the Killingholme area was noted. The Applicant will continue to engage to ensure interactions are understood and to ensure that appropriate design solutions are considered.
18.1.10	Member of the public	The proposed corridor also runs over the Orsted's Hornsea 2 (1.32GW) cable routing, to the west of Eastfield Road.	Where appropriate the Applicant will work to agree appropriate Protective Provisions for interactions with existing utilities.
18.1.11	Landowner/ land agents	Several landowners/agents noted that their land already has a high-pressure gas main running through the site which restricts development and were concerned that the HCCP would further restrict development opportunities.	The DCO will seek to protect the pipeline by restrictions placed on the land over and immediately around it. The restrictions will either be included in the lease for the pipeline or imposed as restrictive covenants for the benefit of the subsoil land interest within which the pipeline is situated. These restrictions will

Ref	Respondent	Comment/issue	Applicant Response
			<p>include preventing activities which could damage the pipeline such as constructing over it or planting deep rooted trees over it. The DCO will also apply for rights to take access and carry out works of inspection and maintenance of the pipeline will also be taken over the same corridor. These rights will be in the form of an easement or acquisition of rights and would not extend over private dwellings or gardens.</p>

19 Comments on Safety and CCS

- 19.1.1 Within the feedback received there were a number of queries around the safety of the pipeline. Respondents were curious and, in some cases, nervous about the technology and the wider Carbon Capture and Storage (CCS) process.
- 19.1.2 These queries overlap in part with general concerns about the proximity of the pipeline to properties and communities, therefore please also see similar feedback in Section 10.

Table 19-1 – Comments about Safety and the Carbon Capture Technology / Process

Ref	Respondent	Comment/issue	Applicant Response
19.1.1	West Halton and Coleby Parish Council	Residents are concerned over leakage from the pipes. What assurances are in place for monitoring for leaks and fractures?	Pipeline leak detection technology would be installed as part of the pipeline infrastructure and is designed for the early warning and remote identification of any loss of containment. Leak detectors will also be installed at each AGI. The pipeline will be built and operated in accordance with all relevant industry standards.
19.1.2	Biofuel watch/ Just Transition Wakefield/ Members of the public	Concerned about the Carbon Capture and Storage (CCS) process generally, including the safety, viability, efficiency, track record and viability of the underground storage elements.	The pipeline will be designed, constructed, operated and maintained in accordance with relevant industry codes of practice, standards and recommended practice. CCUS is a well-established technology with more than 25 years of experience in successful CO ₂ storage operations. Globally, CCUS deployment has tripled over the last decade. CCUS technologies can make a significant contribution to climate change mitigation and the different parts of the CCUS chain have been used around the world for many decades. Northern Endurance Partnership is collaborating with Industry Experts in the development of this Project. It should be noted that the storage element is subject to a separate consent and is not part of this DCO.
19.1.3	Member of the public	Concern that other steps to decarbonise will mean the Project may become redundant/not needed in the future.	The Government has identified Carbon Capture and Storage as a critical requirement for decarbonisation, and the

Ref	Respondent	Comment/issue	Applicant Response
19.1.4	Member of the public	How would you identify which of your CO ₂ suppliers is either liable or merits compensation if the pipeline ruptures (e.g. due to contamination by water vapour) or malfunctions (e.g. due to volatility in flow rate)?	transportation pipeline is an essential part of the infrastructure required. Question not relevant to DCO consultation. As noted above the pipeline will be built and operated in line with relevant standards, and the Applicant will collaborate with HSE.
19.1.5	Biofuel Watch	Concern regarding risk of pipeline rupture. Request that prior to the initial hearings of the assessment by the Planning Inspectorate the Project publishes a statement from HSE confirming that the design proposed is safe.	The pipeline will be built and operated to relevant standards with monitoring equipment installed. The Applicant is working with HSE guidance and will collaborate with HSE on design parameters.
19.1.6	Member of the public	Concern that the CO ₂ pipeline proposed for the Humber region is dangerous, given the proposal to convey CO ₂ from a variety of different sources: gas and biomass power plants, blue hydrogen production and a variety of foundation industries. View that any assertion that the safety of the pipeline is proven cannot be substantiated.	Potential future emitters that will connect to the HCCP Project will be required to ensure the production of CO ₂ entering the pipeline is of a certain specification. This will be continuously monitored to ensure no alterations are made in specification thus ensuring no mixing of CO ₂ specifications/quality and therefore ensuring the safety of the pipeline. As noted above the pipeline will be built and operated in line with relevant standards, and the Applicant will collaborate with HSE.

Ref	Respondent	Comment/issue	Applicant Response
19.1.7	Member of the public	Concern that CCS gives polluting oil and gas companies a reason to continue extracting.	<p>The CCS process helps reduce the amount of CO2 in the atmosphere, thus contributing to reducing overall carbon emissions and transitioning to a low-carbon economy. Overall, the CCS process helps polluters to transition more greener and cleaner technologies.</p>
19.1.8	Member of the public	<p>Wish to understand reasons why the commercial polluters should not pay for all costs and why disposal underground below impermeable geological features at or close to point of gas production is impossible.</p>	<p>The Endurance stores have been chosen as suitable store and recently received a carbon storage permit granted by the North Sea Transition Authority (NSTA) in December 2024. The Endurance store has been chosen in comparison to stores closer to the point of gas production due to the volume of the store required for the set targets of CO₂ extraction/storage and for the following matters:</p> <ul style="list-style-type: none"> • There is no significant risk of leakage • The site is fit for carbon storage purposes • The storage complex as a whole is suitable (the site comprises a containment unit which is housed within a larger secondary containment unit. The two units are the complex) • No significant harm to the environment or to human health • There is evidence that they meet guidelines for technical competence and professional standards of employees • It is financially secure

Ref	Respondent	Comment/issue	Applicant Response
19.1.9	Member of the public	Concern that there is a lack of CO ² storage capacity for this Project given that some of the north sea storage is reserved for the Teeside project.	NEP, via the Endurance saline aquifer and adjacent stores, has access to sufficient storage capacity for this Project, as well as the Teeside project.

20 Other comments

20.1.1 Table 20.1 summarises a range of additional comments that do not fall into other categories.

Table 20-1 – Other Comments

Ref	Respondent	Comment/Issue	Applicant Response
20.1.1	West Halton and Coleby parish Council / members of the public	Concerned that the proposed pipeline is a waste of money and that the funding could be better used for environmental benefit to fund other initiatives.	The Government has identified Carbon Capture and Storage as a critical requirement for decarbonisation, and the transportation pipeline is an essential part of the infrastructure required. Build out of HCCP will be in line with Government's policy on Carbon Capture and Storage infrastructure as a critical requirement for industrial decarbonisation.
20.1.2	Member of the public	Opinion that this Project is a distraction from the main issue, which is to stop producing carbon dioxide in the first place. Several residents commented that the proposals are not necessary/they do not want the Project to go ahead.	As above. Carbon Capture and Storage is a critical element of the Government's strategy and will support an energy transition.
20.1.3	Member of the public	Expressed the view that the Project will not get the funding required to proceed.	The HCCP Project capital expenditure is 100% private funding.
20.1.4	Member of the public	It would make more sense to look at the corridor alongside local people and businesses before suggesting the route.	The non-statutory consultation process gave local residents an opportunity to comment on the route. The statutory consultation process gives people another opportunity to comment on an updated pipeline route.
20.1.5	Member of the public	Concern around /opposition to the operation and activities of Drax.	The activities at Drax are subject to separate consents and approvals.

Ref	Respondent	Comment/issue	Applicant Response
20.1.6	Member of the public	Concern that taking carbon out of the atmosphere will have a negative environmental impact/will reduce carbon dioxide to a dangerously low level.	The carbon capture process is subject to separate consent. As noted above the transportation pipeline is important to assist the region to decarbonise.

21 Comments on the Consultation Process

- 21.1.1 A range of comments and suggestions were received on the consultation process. These are captured in Table 21.1.
- 21.1.2 The Applicant will use this feedback to help shape the next stage of consultation which will be the statutory consultation.

Table 21-1 - Comments about the Consultation Process

Ref	Organisation	Issue	Applicant Response
21.1.1	Member of the public	A range of supportive comments were received about the consultation process. Including feedback / appreciation that the Project was taking time to communicate effectively with the community, that the events were helpful and staff were knowledgeable	Positive feedback is appreciated. The Applicant encourages local people to engage with the Project again at statutory consultation stage.
21.1.2	Burton upon Stather Parish Council	Concern that the Project had not offered in person meetings within the parish and that not enough notification was given of the nearest event.	During the non-statutory consultation period, ten in-person events were run along the route of the pipeline. Venues were selected to ensure a good spread along the corridor. The events were also held over the course of two weeks (from 16 July to 31 July 2004) in different locations to provide enough time to attend and respond. A notification of consultation launch was sent to Burton Upon Stather Parish Council, and other Parish Councils in the vicinity of the proposed pipeline corridor, and the Applicant will ensure the Parish Council is notified well in advance of events at the statutory consultation stage. For statutory consultation 13 events are planned and this will include an event in Burton upon Stather.
21.1.3	Member of the public	Request for a consultation event in South Ferriby.	During the non-statutory consultation period, ten in-person events were run along the route of the pipeline. Venues were selected to ensure a good spread along the corridor. For statutory consultation 13 events are planned and the Project will be hosting an event at South Ferriby.

Ref	Organisation	Issue	Applicant Response
21.1.4	Member/s of the public	Request for a new round of consultations in the area around Goxhill, once more information is available around the crossing of the River Humber. In particular to consider traffic issues.	Feedback is noted. The Applicant anticipates that construction traffic will be an important issue for the Goxhill area. The Applicant was glad to see a high level of engagement in the area around Goxhill at the non-statutory consultation. Another in-person consultation event is offered Goxhill for the statutory consultation.
21.1.5	Member of the public	Request to do a further consultation with the public in case of any modifications to the existing plan.	Members of the public will be able to provide further feedback on updated Project proposals at the statutory consultation stage.
21.1.6	West Holton and Coleby Parish Council / Member/s of the public	Concern that the staff at consultation events were not knowledgeable enough or able to answer people's questions or were passed between members of staff.	Staff members at events each had particular specialisms/areas of expertise. Therefore, it was sometimes necessary to direct queries to other staff members to ensure consultees were talking to the most appropriate member of the team.
21.1.7	Member of the public	Questions asked at consultation events about safety and issues such as the process for notification of leaks from the pipeline were not answered sufficiently.	The non-statutory consultation was held at a very early stage in the process. Following feedback received and further technical and survey works, the proposals have been developed in further detail. Further details on safety aspects of the Project are provided in the PEIR and statutory consultation materials
21.1.8	Member of the public	Request to have more information about the actual carbon storage process under the North Sea, how safe this is environmentally	The offshore pipeline and storage is subject to a separate consenting process.

Ref	Organisation	Issue	Applicant Response
21.1.9	Member of the public	Questions asked at consultation events regarding devaluation of properties were not answered sufficiently.	Additional information about safety and pipeline storage is detailed in the Preliminary Environmental Information Report (PEIR), which supports the statutory consultation. Concerns about impact on specific properties or landholdings should be directed to the Project's lands team at HCCP@dalcourmaclaren.com
21.1.10	Burton upon Stather Parish Council	Concerned that not enough information has been provided in the documentation to answer questions	The non-statutory consultation was held at a very early stage in the process. Following feedback received and further technical and survey work, the formal statutory consultation stage will contain more detail on the Project proposals. Consultees are encouraged to engage with the next stage of consultation.
21.1.11	Member of the public	Several members of the public could not access the detailed online map and stated they were promised a hard copy at one of the consultation events but did not receive, despite their details being taken.	Members of the public were welcome to contact the Applicant to request hardcopies of maps. These requests were answered as far as possible.
21.1.12	Member of the public	Concern that the consultation documents had very little to say about how the pipeline goes under the Humber	More information about the proposed crossing under the Humber is provided in the PEIR and statutory consultation documents. Work is currently underway to seek consent to trial a Horizontal Directional Drilling (HDD) method under the Humber as a potential alternative to a traditional tunnelling method.
21.1.13	Member of the public	Concern that the maps used at non-statutory consultation stage were not detailed or accurate enough. Specific request for a	The Project website contained an interactive map which provided a good level of detail, allowing stakeholders to zoom in on individual areas. The Applicant team acknowledges that the printed maps

Ref	Organisation	Issue	Applicant Response
21.1.14	Member of the public	<p>more detailed map of the proposed pipeline from Croxton via Wootton and to Barton and the position of the Easington installation.</p> <p>Various requests for a GIS file (shapefile/kmz) of the proposed pipeline corridor including proposed access routes shown on the interactive maps</p>	<p>The Applicant team is able to make mapping available in GIS format in some cases. Requests should be emailed to info@nephcccp.co.uk</p>
21.1.15	Member of the public	<p>The mapping used says River Humber which is incorrect. It is an estuary.</p>	<p>The PEIR is using the term 'River Humber' as this is consistent with Ordnance Survey mapping. Other terminology may be used in other documentation, depending on / suited to particular audiences.</p>
21.1.16	Keadby Power Station: SSE Thermal	<p>Request for engagement with stakeholder team to discuss plans for the Keadby Power Station site and process of engagement with the community. They have developed a relationship with the local Parish Council and have an established Community Liaison Group for the area.</p>	<p>Noted. The Applicant is happy to work with Keadby Power Station to align engagement activities.</p>
21.1.17	Member of the public	<p>Request for the Project to engage with the local Land Agents.</p>	<p>The Applicant's land agent Dalcour Maclaren is in touch with landowners and land agents where land falls within the draft Order Limits. Any landowner who thinks they are affected by the pipeline and has not had contact from Dalcour Maclaren is encouraged to contact the team on 03330 918338 or via e-mail: HCCP@dalcourmaclaren.com</p>

Ref	Organisation	Issue	Applicant Response
21.1.18	Member of the public	<p>Various concerns from residents who had either not received information about the Project or felt they had been notified at short notice. Including:</p> <ul style="list-style-type: none"> Resident concerned they were only made aware of this public consultation in South Killingholme two days before by their local Parish Council Resident near Paull and Thorgumbald lives approximately 150m from the edge of the proposed pipeline corridor and has received very little information on the Project. Resident to the south of Barton-upon-Humber is concerned they have not been properly advised about the project. Concerned local residents to Crowle and Garthorpe did not know about the consultation events in the area. West Halton resident concerned they did not know about the consultation events even though they live less than a mile from the proposed corridor. Concern that a letter from the lands team asking for permission to survey land did not include details regarding the local consultation event and that 	<p>Noted. The non-statutory consultation postcard, which contained details of the consultation and events, was mailed to 4940 addresses within 500 metres (0.31 miles) of the proposed pipeline corridor. Adverts and press releases publicising the consultation were sent to local media outlets, and 172 posters were sent to local businesses and venues. When consultation launched, an email was sent to the Parish Councils, community groups, and other local representatives. Events were held over a two-week period, starting a week after the consultation launched, to provide enough time to publicise them sufficiently.</p> <p>Ahead of statutory consultation, a Statement of Community Consultation (SoCC) has been developed, which details how we will conduct the statutory consultation. This has been subject to formal consultation by the Local Planning Authorities.</p>

Ref	Organisation	Issue	Applicant Response
21.1.19	Member of the public	<p>the landowner had to find out the information themselves.</p> <ul style="list-style-type: none"> Some residents not aware of face-to-face events <p>Request for some ad hoc or regular focus group meetings. Either invite or ask for volunteers or interested people.</p>	<p>As the Project progresses, meetings may be held with affected groups as required.</p> <p>At this early stage in the process, local issues or complaints should be fed through to the Community Engagement Team, who are managing the public consultation for this Project. They can be contacted on 0800 024 1426 (this line is open 9am to 5pm Monday to Friday and has a voicemail function outside of these times).</p> <p>When the Project reaches the construction stage, community liaison officers will be appointed.</p> <p>Construction activities are not scheduled to start until 2029.</p>
21.1.20	Member of the public	Request to have someone local to act like a liaison officer to meet with any local complaints.	<p>This report aims to document the feedback received and demonstrate how feedback received at the non-statutory consultation has shaped the design of the pipeline and has been responded to. A further consultation report will also be produced after the statutory consultation.</p> <p>The ten face-to-face events and online webinar provided an opportunity for attendees to share ideas and opinions. Feedback from consultees like Natural England is be summarised within the PEIR and will be available for review.</p>
21.1.21	Member of the public	Consultations are often tick box processes - so it is useful that feedback and subsequent decisions/actions are shared openly.	<p>Construction activities are not scheduled to start until 2029.</p> <p>This report aims to document the feedback received and demonstrate how feedback received at the non-statutory consultation has shaped the design of the pipeline and has been responded to. A further consultation report will also be produced after the statutory consultation.</p> <p>The ten face-to-face events and online webinar provided an opportunity for attendees to share ideas and opinions. Feedback from consultees like Natural England is be summarised within the PEIR and will be available for review.</p>
21.1.22	Member of the public	Suggestion that a public Q&A/debate forum is needed so the public can hear from organisations like the RSPB and Natural England.	<p>Construction activities are not scheduled to start until 2029.</p> <p>This report aims to document the feedback received and demonstrate how feedback received at the non-statutory consultation has shaped the design of the pipeline and has been responded to. A further consultation report will also be produced after the statutory consultation.</p> <p>The ten face-to-face events and online webinar provided an opportunity for attendees to share ideas and opinions. Feedback from consultees like Natural England is be summarised within the PEIR and will be available for review.</p>

Ref	Organisation	Issue	Applicant Response
21.1.23	Member of the public	<p>Various comments on how best the Project could publicise consultations. Including suggestions for:</p> <ul style="list-style-type: none"> Using as many methods of communication as possible to accommodate the varying demography in the villages. Use already established communications such as village newsletters, community FB pages etc. Features on local news on TV/radio. Where other organisations are asked to spread the word then plenty of time needs to be allowed as many organisations are staffed by part time volunteers (more than a week is needed). 	<p>Noted. The non-statutory consultation postcard, which contained details of the consultation and events, was mailed to 4940 addresses within 500 metres of the proposed pipeline corridor. Adverts and press releases publicising the consultation were sent to local media outlets, and 172 posters were sent to local businesses and venues. When consultation launched, an email was sent to the Parish Councils, community groups, and other local representatives. Events were held over a two-week period, starting a week after the consultation launched, to provide enough time to publicise them sufficiently.</p> <p>Ahead of statutory consultation, a Statement of Community Consultation (SoCC) has been developed, which details how we will conduct the statutory consultation. This has been subject to formal consultation by the Local Planning Authorities.</p>
21.1.24	Member of the public	Request for more face to face engagement – i.e. knocking on people's doors or focus groups.	<p>During the non-statutory consultation period, ten in-person events were held along the route of the pipeline. The non-statutory consultation postcard, which invited residents to these events, was mailed to 4940 addresses within 500 metres (0.31 miles) of the proposed pipeline corridor.</p> <p>Additional face to face venues have been added for statutory consultation.</p> <p>Local representatives will also be engaged with in-person in the lead up to, and at, the statutory consultation. Where necessary,</p>

Ref	Organisation	Issue	Applicant Response
			these meetings may be held online due to reasons including ease of accessibility and hosting.

22 Summary and Next Steps

22.1 Design Changes Informed by Consultation Feedback

22.1.1 The feedback summarised in this report will continue to be referred to by the Project team to help shape the further development of the HCCP Project. However, the feedback has already informed some key Project decisions, and a series of design changes have been made as a result. These are summarised in Table 22.1.

Table 22-1 – Key Changes made in Response to Consultation Feedback

Design Change
Amendment to ensure the pipeline is at least 120m from wind turbines at Goole
Removal of land owned by CLdN Ports Killingholme from within the area shown as an area of search for a construction compound (however land remains within the draft Order Limits for potential access).
Amendment to the draft Order Limits to remove interaction with the proposed layout of buildings on the HEIP development site, near Saltend. Also, introduction of a second AGI option to avoid impact and amendment to pipeline construction area to avoid interaction with the Newton Garth ecological area.
Various minor amendments in response to comments received from landowners to ensure access routes are not impacted and to reduce impact of pipeline on land holdings.
Amendment to the draft Order Limits to avoid interaction with the consented data centre at South Killingholme.
Amendment to the draft Order Limits to avoid impact on RSPB Island Farm site.
Amendment to the draft Order Limits to avoid impact on Mayflower Wood at South Killingholme.

22.2 Next Steps

22.2.1 The Applicant will continue to engage and consult. Key next steps include:

- Ongoing engagement with host authorities, statutory environmental bodies and other key stakeholders
- Ongoing engagement with landowners, developers and other interested parties
- Ongoing engagement with Councillors and Parish Councils
- Statutory consultation as a formal part of the DCO process.

Appendix A

Consultation Advertisements

Concern for man's safety prompts major river search

An extensive search of the River Ouse between Goole and Howden was carried out earlier this week after Humberside Police were informed of fears for a man's safety.

The incident began in the vicinity of Boothferry Bridge near Airmyn at around 6.50pm on Friday evening after members of the public reported their concerns for the man to police.

Underwater search teams, a HM Coastguard team and Humberside Fire & Rescue Service joined the quest to locate the man, which continued throughout Friday evening and into the weekend.

Search boats, a drone and HM Coastguard aircraft were used to scour the River Ouse and the surrounding area for any sign of him.

Humberside Fire & Rescue Service confirmed that, on Friday evening, it had received a request for its crews to assist police officers following 'reports of an adult male in water' near Airmyn.

Fire crews used a drone, a boat, water rescue gear, lighting and a thermal imaging camera to help with the search but were later stood down, leaving the incident in the hands of Humberside Police and HM Coastguard.



A Humberside Police spokesperson has appealed for anyone who was in the vicinity of the search area on Friday evening, who may have seen the man or has dashboard camera footage of him, to telephone the 101 non-emergency number, quoting log 460 of 5

July.

The man police are trying to locate is described as white and was wearing a grey hoody and dark, baggy jeans.

(11-07-402 SU)

Vehicle stolen after break-in in Howden

Thieves made off with a vehicle after breaking into a property on The Meadows in Howden to snatch the keys.

The incident happened at around 1.30am in the early hours of Sunday morning, 7 July, when the offenders gained entry to the property and stole the keys from the kitchen.

Anyone with information, or closed circuit television camera footage that could help Humberside Police with their enquiries, is asked to telephone the 101 non-emergency number, quoting crime reference 24*95574.

Residents are also reminded to sign up for community alerts to receive the latest information about what's happening in their neighbourhood. Visit: www.humberside.police.uk/policy-forces/humberside-police/areas/campaigns/campaigns/my-community-alert.

Burglars hit house on Poppy Close

Thieves entered a house on Poppy Close in Goole in daylight hours last Wednesday (July 3) by forcing open a front window.

Clothing and jewellery was taken in the burglary, which happened some time between 11am and 4pm.

Anyone with information, or relevant closed circuit television camera footage, that could help Humberside Police officers with their enquiries is asked to telephone the 101 non-emergency number, quoting crime reference 24*93325.

CRAFTING LIVE DONCASTER 2024

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EAST COAST CLUSTER

Northern Endurance Partnership | Humber Carbon Capture Pipeline

Humber Carbon Capture Pipeline Community Consultation

9 July to 20 August 2024

The Northern Endurance Partnership is holding an initial consultation on plans for the Humber Carbon Capture Pipeline (HCCP), a proposed underground pipeline that would transport carbon dioxide from carbon capture projects in the Humber region, to secure offshore storage under the North Sea.

The proposed pipeline corridor would run between Drax in North Yorkshire and Easington in the East Riding of Yorkshire.

Have your say

Deadline for feedback: 20 August 2024

We welcome your views to help us develop the project. Join us at an in-person or online information event to meet the project team, find out more about our proposals, and provide your feedback. Further information can be found on our website below, where you can also submit feedback.

Venue	Date and Time
West Halton Village Hall, DN15 9AP	Tues 16 July, 4-8pm
Goxhill Memorial Hall, DN19 7JJ	Wed 17 July, 4-8pm
Easington Community Hall, HU12 0TU	Thurs 18 July, 4-8pm
Rawcliffe Village Hall, DN14 8QR	Sat 20 July, 10am - 2pm
Drax Village Hall, YO8 8NP	Mon 22 July, 4-8pm
Paull Village Hall, HU12 8AW	Wed 24 July, 4-8pm
South Killingholme Community Centre, DN40 3EU	Thurs 25 July, 4-8pm
Wootton Village Hall, DN39 6SG	Sat 27 July, 10am-2pm
Crowle Community Hall, DN17 4LL	Tues 30 July, 4-8pm
Garthorpe Village Hall, DN17 4AD	Wed 31 July, 4-8pm
Online webinar - register online or by email	Tues 6 August, 6-7pm

More information can be found on our website at:
www.nephccp.co.uk (Scan the QR code above to visit our website)

You can contact the HCCP project team by phone:
0800 024 1436 (Open Monday to Friday 9am to 5pm, please leave a voicemail outside of these times)

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info@nephccp.co.uk

Mortar boards and ice creams for nursery leavers

Daisychain Nursery, in Hook, recently held a graduation ceremony to celebrate the children leaving them this year.

Held on Thursday, July 11 in the nursery garden for the children who will be moving onto school this year.

A spokesperson for the nursery said: "We had a lovely afternoon with all the parents attending, and even had a special visit from Doubtfire's ice cream van."

(18-07-063 SU) (18-07-064 SU) (18-07-065 SU) (18-07-066 SU)



Euros see rise in number of domestic abuse reports

Humberside Police has revealed that its officers received 368 reports of domestic violence during the England football team's seven European Championship games.

Although the Three Lions' largely successful Euros campaign was enjoyed by a large proportion of the population, some people in our communities were left feeling frightened, trapped and alone as their partners 'kicked off' at them, regardless of the result on the pitch.

In fact, during Sunday's final alone, when England lost 2-1 to Spain, there were 49 reports of domestic abuse across the Humberside force area.

A police spokesperson said: "Domestic abuse can happen to anyone at any time. It is not discriminatory on age, sexual orientation, gender, background or religion."

For more information about the support available to those affected by domestic abuse, or for guidance on how to spot the signs, visit: <https://www.humberside.police.uk/police-forces/humberside-police/areas/campaigns/campaigns/what-do-you-see/>.

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Humber Carbon Capture Pipeline Community Consultation

9 July to 20 August 2024

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Have your say

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20 August 2024

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News

Mystery of severed limb five years on

NEW WALTHAM DISCOVERY BELONGED TO YOUNG FEMALE



Police officers at the scene in New Waltham in 2019. Inset, a police officer with his sniffer dog search fields off Peaks Lane, New Waltham, in 2019

EAST COAST CLUSTER



Humber Carbon Capture Pipeline



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By PETER CRAIG

newsdesk@grimsbytelegraph.co.uk @GrimbyLive

ONE of the longest running mysteries in North East Lincolnshire continues to baffle detectives and leave residents in the dark.

Over five years ago a severed human foot was spotted by dog walkers on a path off Louth Road which links to Station Road, New Waltham. It was discovered in the early hours of April 25, 2019, and shortly before children would have been using the path to go to school.

There was a widespread search of the area by police, involving dogs and an underwater search team. Teams of officers spent days systematically walking through fields.

Forensic teams examined the foot and successfully concluded it belonged to a young female, possibly in her late teens, who was 5ft 2in tall. Their main conclusion was that the foot had been deliberately severed and could have been as a result of a medical procedure.

Extensive searches of medical records at Diana, Princess of Wales Hospital failed to throw light on the mystery limb.

At the time, residents voiced concerns about finding other body parts, with one woman telling Grimsby Live she feared going out to her wheelie bin in case of finding further human remains which had been dumped.

One of the dog walkers who found the limb and foot said: "We were shocked but also relieved it was us that found it because the footpath is used by a lot of children going to school.

"Another hour and a child might have found it. So I am glad it happened when it did."

Police cordoned off the path for a number of days. Specially-

trained sniffer dogs were drafted in to comb the pathways and fields in new Waltham.

Children took alternative routes to and from school using main roads rather than short pathways, as parents were worried the mystery amputation was one of several dumped in the area.

One popular theory was that an animal had discovered the foot while digging and dragged it for some distance. Another focussed on recent house building in the village, which may have disturbed an unknown burial ground.

Speculation increased over a possible remnant from a medical student's homework which involved a body part taken from a medical institution and was later discarded. Initially police said the foot had been recently dismembered.

But further forensic pathology was carried out and officers are continuing to look at evidence that the foot maybe considerably older and may have originated in a churchyard.

DNA analysis was undertaken to see if the unique genetic code matched that of anyone who was registered missing.

The pain-staking work carried out by Humberside Police detectives spanned, not just the Lincolnshire, Humberside and Yorkshire areas, but also nationally and internationally.

Chairman of New Waltham Parish Council, Councillor Dinsdale Shaw said: "It pops up on social media now and again and gets people talking again. Someone asked me last week if they had found another foot to make the pair. It has become a bit of a joke. I'm not sure if it is anything sinister or medical waste. But it is the biggest mystery to hit New Waltham."

With nearly 30 years of service on New Waltham Parish Council, Councillor Roger Breed said he had never heard of such a bizarre incident in his home village.

"It has never been brought to a conclusion. Everyone thinks it must have been resolved. They probably think it has died a death," he said.

He added: "There was so much speculation at the time that it was a medical student who had nicked it and left it behind when they moved out or a body part from the hospital that had been disposed of."

The New Waltham councillor said: "There were jokes about people going around with one foot and asking if it was theirs. It is strange how a story like that disappears."

Humberside Police Detective Superintendent Alan Curtis, Senior Investigating Officer in the case, said: "An investigation was launched after a human foot was found on a footpath in New Waltham, North East Lincolnshire, in April 2019.

"Over the past five years extensive investigations have been carried out into missing people (locally, nationally and internationally), comprehensive forensic testing and DNA analysis, yet still no match has been found that would help us provide a positive identification.

"Enquiries are continuing to try to identify the identity of the individual and to determine how the body part came to be on the path. I encourage anyone with any information that may assist our enquiries to please get in touch by calling our non-emergency number 101, quoting log 85 of April 25, 2019."

Serial thief, 36, jailed for raids

By **MARK NAYLOR**
mark.naylor@reachplc.com
@GTMarkNaylor

A HOMELESS woman who was down on her luck and desperate for some easy money callously raided a series of houses, including the home of a woman with a newborn baby.

Serial thief Kimberley Morris turned back to crime because she claimed that she left prison after a previous jailing with no support in the community.

The raid on the home of the mother with the baby left the victim frightened and fearing that the safety of her infant child had been put at risk, a court heard.

Morris, 36, of no fixed address but from the Grimsby area, admitted three offences of burglary.

Ellen Boyes, prosecuting, told Hull Crown Court that a woman left her home in Harrington Street, Cleethorpes, at 12.30pm on June 5 to go to Aldi in Cleethorpe Road.

Her son noticed at the time that the back door was open but he did not think anything about it.

Police later arrested Morris for unrelated matters and among the items that were on her were a bank card in the name of the woman. The police later contacted the woman and asked her if she was missing a credit card.

"She looked for her purse and noticed that it was missing," said Miss Boyes. "She confirmed that she had left it on the dining room

table and did not take it to the shop with her. Her son overheard the conversation that she was having with the police and he confirmed that he had noticed that the back door was open." The woman also noticed that £53 had been taken - the proceeds of what her son made by selling his old computer chair.

On June 14, a woman left her home in Hart Street, Cleethorpes, with her newborn baby but she was later told by her grandmother that someone has been seen leaving in a hurry on a bicycle. The woman returned home and found that items had been moved.

"She went to check the property upstairs and realised that items were missing," said Miss Boyes. They included PlayStation games, a controller and a jar containing £50 in coins.

Morris was shown on doorbell video footage jumping over a wall, approaching a rear window and climbing in before leaving with stolen property in a Tesco carrier bag.

The mother later said: "I do not feel safe in my own home. I have just had a baby. I have lots of other things going on and did not wish for this to occur.

"I am worried that now she has entered the property, she may try to gain entry again. I feel that the safety of my newborn baby has been put at risk. I have had items taken that I have now had to replace."

On June 18, a woman living in Stanley Street, Grimsby, woke up to a phone notification that there was a bank transaction that she did not recognise. "She looked for her handbag in her bedroom," said Miss Boyes. "She realised that her handbag and the card inside it were missing. She went downstairs and noticed that a pack of sponge fingers had been left on the sofa. The kitchen cupboard was also open."

She checked CCTV and noticed a person climbing through the upper kitchen window at 9.03am on the ground floor. Footage showed the defendant leaving the address with the stolen handbag.

A member of the security team involved in the CCTV recognised Morris. He knew her from her living in the area for two years. Morris was arrested on June 19.

She had convictions for 66 previous offences, including 19 for theft or similar. She had previously served an eight-year prison sentence for offences including inflicting grievous bodily harm as well as arson and burglary.

Michael Masson, mitigating, said that when Morris came out of prison after her previous sentence, she had no support and she felt forced to commit offences in order to survive. She had been homeless and without support after her release.



Kimberley Morris admitted three offences of burglary

VICTIM LEFT FRIGHTENED

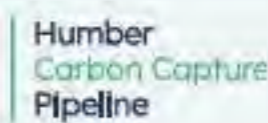
Judge Mark Bury told Morris that she risked causing trauma to householders when she broke into their homes.

"House burglary is too serious to

deal with in any other way than an immediate sentence of imprisonment," said Judge Bury.

Morris, who was in custody on remand, was jailed for two years.

EAST COAST CLUSTER



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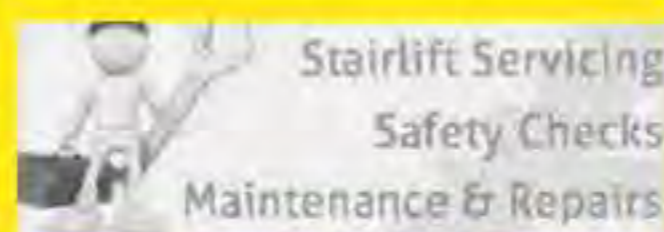
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IAN JUDSON



FRIENDLY RIVALS: Labour's Margaret Pinder, East Riding Council Labour group leader Steve Gallant and Conservative candidate Graham Stuart at the count in Beverley. Left, Mr Stuart with supporters including Cllrs Lyn Healing and Sean McMaster

third place, earning 8,198 votes.

A major change to the constituency boundaries this year saw Hornsea and surrounding areas become part of the new Bridlington and the Wolds constituency.

Conservative candidate Charlie Dewhirst was elected with 14,846 votes and will take over from Sir Greg Knight, who had announced he was stepping down at this election. Labour Party candidate Sarah Jane Carter came next with 11,721 votes. Meanwhile, Reform UK candidate Maria Bowtell came third with 10,350.

Speaking about Hornsea's new MP, Mr Stuart said: "Charlie Dewhirst is a good guy - he's been successfully elected. I know he'll bring a lot of energy to the role and be a big champion of Hornsea.

"I think he and I will work in partnership; I've already touched base with him a number of times to talk about Hornsea and North Holderness issues, and we'll continue to be a real partnership going forward."

The Gazette has approached Mr Dewhirst and Reform UK for comment.

Region elects first Reform candidate

THE South East Holderness ward has elected its first Reform UK candidate.

Prompted by the resignation of Conservative councillor Claire Holmes, a by-election took place alongside the General Election on July 4.

Reform UK's Jon Dimberline topped the poll, gaining 2,027 votes.

He was followed by Conservative candidate David Winter on 1,755 votes, Labour candidate Ian Blackburn with 1,550 and Lib Dem Matthew Grove who gained 498 votes. The turnout was 51.9 per cent.

Mr Dimberline said his focus was to tidy up Withernsea and support local businesses, among other issues.

He said: "While standing with the new Reform Party, my primary aim is to work locally for local people on local issues, supporting, reassuring and trying to get relevant issues dealt with wherever possible.

"People around the region need things doing that make sense and while nothing is a guarantee, I have key points for people who may wish to contact me.

"From wanting to get Withernsea tidied up, freshened up and looking vibrant again, to supporting people with new or existing business ideas or helping and advising on a range of issues



TACKLING LOCAL ISSUES: Jon Dimberline

based on my years in business and personal listening skills, I can signpost people to a remedy route from where they can get more help.

"Everyone has views and concerns - some are and will be fixable, some may not be. Either way I will drill down as deep as I can to find a solution or remedy to get somewhere near a better situation or compromise. This applies not just to Withernsea but also outlying villages and areas. Often people need support or help in dealing with East Riding Council or the police, and a local ward councillor can give that support."

Mr Dimberline said he was keen to work with the ward's Conservative councillors, Lyn

Healing and Sean McMaster.

He added: "I aim to be a councillor and a counsellor - it sounds the same but with two very different approaches. There are some amazing people around here and while many vote differently I don't really care too much about that - we are all in this together and it's important for me to work for and with everyone.

"I aim to work with the town council and village parish councils to help improve facilities wherever possible.

All suggestions, ideas or needs should be directed at me and my two colleagues, Lyn Healing and Sean McMaster.

"We have different beliefs, yet we are a team who will work together as one for the better good of us all.

"I would like to thank everyone who voted for me and those who helped in so many ways, not forgetting George Peppard from Keyingham who loves it when a plan comes together."

Meanwhile, the East Wolds and Coastal ward by-election was also held at the same time as the General Election.

There was a turnout of 62.7 per cent and Jonathan Bibb, for the Conservative Party, was elected with 3,105 votes. Lib Dem Gary Lugg came second with 1,823 with Labour's Mike Dixon polling 1,144.

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Northern Endurance Partnership | Humber Carbon Capture Pipeline

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Show goes on despite downpours

by Terry Bearpark
news@holderness-gazette.co.uk

THE weather proved disappointing on Saturday for the 82nd Roos and District Horticultural Society's Annual Summer Show, held on Roos Playing Field.

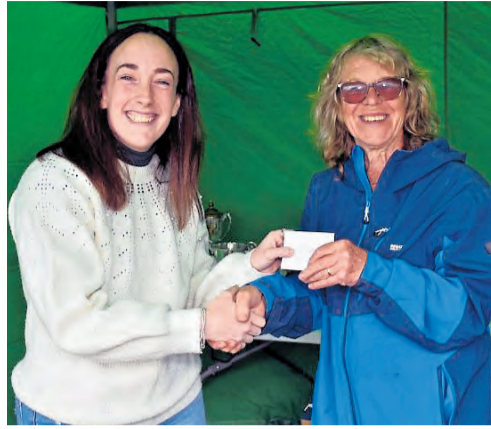
Space inside the pavilion and several marquees provided shelter for those who braved the elements.

Despite the weather there was a good turnout of entries for this popular event in classes ranging from vegetables and fruit to cut flowers and plants, and from eggs and honey to wine, cakes and bread.

There were also classes in photography, handicrafts and art as well as many sections in the children's classes.

Unfortunately, the adverse weather meant that several outdoor events including sports had to be cancelled for safety reasons.

Chairman Steve Clappison welcomed visitors and exhibitors to the show and thanked them for their support. He also thanked the small committee and band of volunteers for their part in staging the show, saying that without their help it would not happen. He tendered special thanks to show secretary Mary Jane Barker, who



TOP GARDENER: Aimee Christian presents the RHS Banksian Medal to Sue Hulme for the largest amount of prize money in the horticultural classes in the show

played such an important part in ensuring it went ahead.

Prizes were presented to winners by Aimee Christian, head teacher at Roos Primary School.

New committee members and helpers for the two annual shows are always welcome. If interested, contact the secretary on 01964 670259 or 07946 601337.



ROSES GROW ON YOU: Sandra Myers receiving the Geen Rose Bowl from Aimee for the best rose in the show



TASTY: Madge Moore received the William Burn Memorial Cup and the Growers Cup for the best collection of vegetables

BEST SNAPPER: The Stephen Foster Memorial Cup for the best photograph in the show was presented to Louise Baker for her picture of a butterfly



Cup and trophy winners

The RHS Banksian Medal, Sue Hulme; The Geen Rose Bowl, Sandra Myers; The William Burn Memorial Cup, Madge Moore; The Grower's Cup, Madge Moore; The Strangers Cup, Sandra Myers; The William Grant Cup, Sandra Myers; The Whitehead Cup, Mary Jane Barker; The Bessie and Leslie Raisbeck Trophy, Jill Whitehead; The W F Lane Memorial Trophy, Mrs S Dovey; The Sheila Grotian Challenge Trophy, Madge Moore; The Morton Stewart Case, Sandra Myers; The Mrs H M Carrick Memorial Cup, Mary Jane Barker; The Mackman Cup, Sue Hulme; The Virginia Reckitt Memorial Cup, Jacqui Blades; The 25th Anniversary Cup, Madge Moore; The H S Barker Trophy, Jill Whitehead; The John Drotleff Memorial Trophy, Sue Simmonds; The Alice Gardner Memorial Trophy, J Whitehead; The Bert Parsons Memorial Trophy, Madge Moore; The 60th Anniversary Cup, Olivia Dennis; Special Award - A Miniature Cup, Olivia Dennis; The Tyson Shield, Chris Clappison; The Burton Pidsea W1 Cup, Mary Jane Barker; The T and M Kellock Cup, Sandra Baker; The Mrs D Monkman Memorial Cup, Louise Baker; The R S Baker Memorial Cup, J Charlesworth; The Mr and Mrs P W Cheeseman Memorial Trophy, Anthony, Isabelle Smales; The R Green 50th Anniversary Cup, C Charlesworth; The Kathleen Barker Salver, Mary Jane Barker; The Chairman's Shield, J Hodgson; The Committee Shield, Mary Jane Barker, Anne Teale, Robert Schleicher, Emma Crowther and J Charlesworth; The Geoff Roe cup, Sandra Myers; The Reg Gren memorial Cup, Lauren Dinning; The Dorothy Malts Memorial Trophy, Jill Whitehead; The Stephen Foster Memorial Cup, Louise Bake; The John and Joan Clark Memorial Cup, John Barker; The Marion Caley Memorial Cup, Madge Moore; The Mr and Mrs R Dovey Memorial Shield, Austin; The Flower Bud Vase, Sandra Myers; The Tankards, Jill Whitehead; The Eva Conner Memorial Cup, Lauren Dinning; The Gwen Wright Memorial Trophy, Jill Whitehead; The Mayman Cup, Lola Stothard; The Vera Cook Cup, Jill Whitehead; The Stan Cook Cup, Jean Everson.



SWEET GROWER: The William Grant Cup went to Mary Jane Barker for the best vase of sweet peas



YOUNG ENTRANT: Nine-year-old Olivia Dennis was delighted to receive the 60th Anniversary Cup and a special award for the most points in the children's classes

Two-wheelers make a difference

by Terry Bearpark
news@holderness-gazette.co.uk

FROM a suggestion in a pub in 1994 the annual Welwick Bike Ride has seen a large amount of cash raised for good causes in the area.

Now considered as a must-do for residents of South Holderness, the annual Two Wheelers bike ride has seen thousands of cyclists setting off from Moat Farm in Welwick to ride down to Kilnsea every Good Friday.

Over the 30 years of its existence, apart from being cancelled because of Covid, generous supporters have raised almost £158,000 for charity.

This year's ride, when more than 140 took part, saw another £5,500 raised and last Friday at the Coach and Horses pub in the village it was presented to three charities.

The heart unit at Castle Hill Hospital and East End Cancer both received £2,500 each, while a special donation of £500 went to the Multiple Sclerosis Society.

Next year's ride is planned for Good Friday, April 18, 2025.



HEARTFELT THANKS: Larry Malkin presented a cheque for £2,500 to Stephen Gibson of the Castle Hill heart unit



LOCAL GOOD CAUSES: Another cheque for £2,500 was presented by Mark Brankley to Lisa Prior, representing East End Cancer. Left: Andrew Wilkin passed on £500 to Tim Fussey who received it on behalf of the MS Society



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PICK DAY



NO PLACE LIKE THIS HOME: Laurence Llewellyn-Jones tests Jayne and Martin's eccentric abode

HOUSE OF FUN

PDK designer Laurence Llewellyn-Jones' home is more, and has been among friends in this series.

In tonight's final episode he meets actress Nicola, whose home is a dazzling homage to William Morris patterns, and Jayne, who lives surrounded by skulls.

Meanwhile John has turned his Essex semi into a round-the-world trip, with each room celebrating a different country, including one decked out as a Japanese tea room.

Then there's magician Jayne and her husband, jousting champion Martin. His Weston-super-Mare, Stone garden has been turned into a labyrinth. But that's just the start.

"How old is the house?" asks

OUTRAGEOUS HOMES

Channel 4, 8pm

Laurence. "1600s," they reply. "You're kind of back, with it being painted to look like a medieval castle."

The couple take Laurence into a dining room fit for a banquet, with red velvet drapes, candles and lake stone walls.

"And we have the late music playing, always," says Jayne.



Message: Laurence of Nicola's dazzling Milton Morris home

though she admits the food doesn't have to be medieval and sometimes they'll have a Chinese takeaway. "There's a wedding agreement from Martin, who's dressed in one of his Henry VIII outfits. He's clearly a fan of dressing up, as in his wedding pictures he's wearing a full chicken costume."

There's a glimpse inside Jayne's magic room - painted purple and full of her magic books and stuffed tigers. There's also a room with a gold foil wall that's a celebration of chocolate.

It's a house that would leave most of us speechless, but Laurence hits the nail on the head. "Sometimes a little bit of insanity is good," he says.

BY TRICIA MARTIN

Tonight's TV

THE SUPERVISED: NOEL FITZPATRICK

Channel 4, 8pm

Every day seems to bring a tricky new one for supervet Noel Fitzpatrick - but rarely a pet. This week's patients include



Cassius, a sheepdog dog Odi, above, with Noel, who has Weibler's Syndrome, caused by malformation of the brain, along with disc issues making the struggles to walk. But paws who has inherited Marfan syndrome that could save Odi's life?

Meanwhile this joy pooch Molly was an agility star until a larger dog jumped on him in the park. Many vets would say that he's too small for a hip replacement, however owners Dave and Diane crossing their fingers had sent one of them.

And Noel teams up with prosthetics expert Alan to help prosthetic Miss who lost a foot when she was hit by a train.

SAUSAGE PARTY: FOODTOPIA

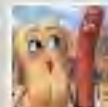
Prime Video

In 2016's animated hit film Sausage Party, Frank, a humble burger, leads a group of supermarket foods on a journey of discovery to find out what really happens after they're tucked from the shelves.

And the hot news is actor Seth Rogen and co-writer Evan Goldberg have now turned the comedy hit into an animated TV show.

Seth led the film's cast as Frank alongside filmmaker Kristen Bell, as live-action Brenda the bun. And Seth's back, again joined by Michael Cera and Edward Norton.

"It's got all the heart, double the puns, and triple the (pediatric) food puns," joked Rogen and Goldberg of their new spin-off. "In other words, it's exactly what the world needs right now."



COMMUNITY CONSULTATION



Member
Community
Partnership



Humber Carbon Capture Pipeline Community Consultation

9 July to 20 August 2024

Mark your diary

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SOAP WATCH

EMMERDALE

TV, 7.30pm

Dawn worries about Evan's cough and after he's rushed to hospital, Kim covers for Billy but he is quite ridden that he wasn't around when they both needed his support.

Margaret decides to check up on Charles and the atmosphere is awkward until she tells him she misses him. Will that revelation change things?



Revelation: Charles and Margaret

between them after everything that's happened? And Gail plots a way to try and reconcile Mandy and Rhona, but can her scheming lead to a truce between the pair?



Cover-up: Kim and Billy

EASTENDERS

BBC, 8.30pm

Desperate to clear debts, Retta decides to rent the spare room, which doesn't impress Sonia. He's thrown a lifeline when Sharon offers him work chasing debts, but will putting aside a little of the money for himself prove costly? Jay's the only one



Lifeline: Sharon offers Retta a job chasing debts

who invites Phil to a family dinner. Billy and Teddy are arranging, but it's a tense gathering.

And when Ian says he's going to a council course in Manchester, Cindy's not happy, while Peter accuses his dad of lying.



Unhappy family: Peter accuses Ian of lying

Dangerous driver led police on 3am pursuit from Hull before crashing van into a tree

SHE FAILED TO STOP AND HAD NO LICENCE OR INSURANCE

A WOMAN was led police on a lengthy chase in the early hours of the morning – and recklessly hurtled along roads at high speed before suddenly losing control and crashing into a tree – has been spared prison.

Van driver Georgia Caldera parked and sped off when she realised that it was a police car that was behind her at 3am.

The high-speed pursuit started in East Yorkshire before she drove at speeds of 80mph across the Humber bridge and later raced through villages in North Lincolnshire.

It was only by pure luck that nobody was killed or seriously injured during the chase and Caldera drove at dangerously high speeds during the “prolonged, persistent and deliberate” episode of appalling driving, Hull Crown Court heard.

Caldera, 25, of Hull, admitted dangerous driving, failing to stop for police and having no insurance and being on May 12 last year.

Amber Hobson, prosecuting, said that police spotted a white Peugeot van being driven by Caldera just before 2.55am, heading southbound on the A104 between Beverley and Cottingham. The van was linked to a theft incident the previous day.

Caldera headed towards the Humber Bridge but police lost sight of the van on the approach to a roundabout at Marston Way, Cottingham. It was seen again and the van was speeding along, overtaking other vehicles.

Police caught up with it at a roundabout then flashing blue lights and

By MARK NAYLOR

mark.naylor@hull-live.co.uk
01482 454545

signals but the van failed to stop and increased its speed.

Caldera headed on the A15 at 80mph, sped through two roundabouts, including near Papa restaurant at Wilberby, and went across the Humber Bridge south-bound tag lane, weaving to the roadside and almost hitting the police car.

She drove at 70mph in a 50mph limit over the Humber Bridge and drove objects from the driver's window back down the road. They hit the pursuing police car. The weather was poor with fog and mist causing reduced visibility.

Police tried to keep Caldera on the A15 at the Hutton junction but the van swerved and hit the front of the police car, causing damage. She continued onto the A1077

towards South Ferriby, swaddling the central lanes and driving erratically.

At South Ferriby, Caldera headed on the B1204 towards Ebbwam and drove at 80mph in 20mph residential areas. It was sharp and lippy.

Caldera drove at 70mph in a 50mph limit in both ways at All Saints and Hurby and at 70mph in a 30mph limit in Wistow, at 70mph on the wrong side of the road and on sharp bends around corners.

The van overtook another vehicle and approached a T-junction at about 70mph. It cut across a grass verge and hit a tree on the far side of the road, ending up in an area of bushes. A female passenger got out of the van with her hair in a

the air. Caldera ran off her fields but was caught.

She was breathless when she was arrested but said she was on when she got out of the van.

“This was a prolonged, persistent and deliberate course of dangerous driving,” said Miss Hobson.

“There was evasion of the police and, at times, the van was being driven significantly in excess of the speed limit.” Sentencer had been deflected on January 2 for six months so that Caldera could prove that she could keep out of trouble and stay off drugs.

At a resumed hearing, Coroner Stuart, mitigating, said that Caldera had shown significant regret for her behaviour and she had done her best to keep out of trouble and stay away from offending. She had moved home and had a new group of friends. She had no previous convictions.

Caldera told the court that she hoped to join the army or become a nurse. She had, after sentence was deferred, relapsed for a time into taking drugs again but she later significantly reduced this.

Judge Markbury said that, whatever Caldera's reason for driving off, it must have been obvious to her from the activated blue lights and siren that it was the police behind her and not anybody else. It was lucky that nobody was injured by her driving too fast and erratically.

A passenger's life was put at risk when she drove at high speed in foggy conditions, sometimes swaddling the corners of the road.

Judgebury warned Caldera that this was her last chance to avoid prison and she had the opportunity to do something with her life.

Caldera was given a two-month suspended prison sentence, 150 hours' unpaid work and 20 days' rehabilitation. She was banned from driving for 10 months.

Georgia Caldera at Hull Hall Crown Court

CCP Humber



Humber Carbon Capture Pipeline



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11th July 2024

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BUSINESS



Rutland resort welcomes new Executive Head Chef, and Restaurant & Bar Manager

July brings fresh, new talent to Rutland Hall Hotel in the guise of Christian Koroma and Michael Compton. Christian joins the 4-star lakeside resort as...



Work begins on transformation of iconic pub site



Safer Nights NI to support night time economy in Irigg



Navigo named 'Foster Friendly' business

Launched during the recent Fostering Fortnight activities, North East Lincolnshire Council's 'Foster Friendly business' scheme is gaining ground across the borough, as more organisations...



Family haulage business closes doors after eight decades



Entrepreneurs shine at Gainsborough's first 'Young Traders' market

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LIFESTYLE



Summer of fun at Rutland Farm Park

Rutland Farm Park is preparing for a summer of fun, with numerous family events throughout August. It begins on Saturday 2nd August with a charity...



Grimby In Bloom to expand community facilities



Medical students swap classroom for helicopter in air ambulance taster day



Over 28,000 people enjoy concerts at Lincoln Castle for first ever 'Live at Lincoln Castle' events



Exhibition showcases art of Lincoln students

EVENTS

Forthcoming Events

Revesby Country Fair brings daredevil delight to Lincolnshire with brand new attraction

Forthcoming Events

Exciting summer events for families coming to South Holland

Forthcoming Events

Medieval re-enactment weekend to take people back in time

Forthcoming Events

Heritage skills festival returns to Gainsborough



Willingham Woods makes it into top ten best dog walking spots in the UK

Countrywide 23rd June 2024

Willingham Woods near Market Rasen is amongst the top ten most popular dog walking venues in the UK, according to a new survey by...

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Stock Skills competition showcases specialist skills at Riseholme College

Countrywide 19th June 2024

In an impressive display at Riseholme College Agriculture and Equine students participated in the college's annual Stock Skills competition. Stock Skills is designed to provide...

[Read more](#)



Protect oak trees from predatory caterpillars, public urged

Countrywide 31st May 2024

People are being urged to be vigilant for any sightings of oak processionary moth caterpillars, a tree pest which can strip oak trees of...

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Lincolnshire Today

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Lincolnshire Today is Lincolnshire's most prestigious, full colour, county lifestyle magazine and is sold throughout the county from leading newsagents and retail outlets. Each issue is brimming with a diverse topic range including fashion; hair & beauty; places of interest; health; gardening; motoring; sports; homes & gardens; weddings; and of course Lincolnshire history

Contact us: lincoln-today@lincolnshiretoday.co.uk

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NEWS

Pupils' annual showcase shines a light on endangered species

Catherine Gannon
catherine.gannon@jpress.co.uk
@PancExpress

Pupils from across Castleford Academy Trust presented their annual Active Arts Showcase on June 28 – entitled Our Beautiful World – to parents and carers, governors, and trustees.

It brought together children in Years 2, 5 and 7 from Castleford Park Junior Academy, Glasshoughton Infant Academy, Three Lane Ends Academy, Crofton Academy, and Castleford Academy.

Performed in front of a rainforest backdrop created by the pupils, the showcase included poetry, singing, and narrative and physical theatre.

This year's showcase en-



Pupils from across Castleford Academy Trust came together to deliver their annual showcase on June 28.

compassed the theme of Our Beautiful World, with performances focusing on en-

dangered species across the world.

Performances included a

recital of a four-chapter story written by Year 7 pupils, singing from Year 5 pupils, and po-

etry performances from Year 2 pupils.

George Panayiotou, CEO of the Trust, said: "The Active Arts Showcase is a testament to the incredible talent and creativity of our pupils.

"It is inspiring to see how our young pupils have embraced the theme of Our Beautiful World and used their artistic skills to raise awareness about endangered species.

"This event not only highlights the importance of the arts in education but also demonstrates the power of collaboration and community within our Trust. I am immensely proud of all the pupils and staff who contributed to this showcase event. It was truly remarkable."

Becki Lewis, director of primary education, said:

"Over the past few months, the children in Year 2 and Year 5 across all the primary academies in our Trust and a group of Year 7 pupils in our secondary academies have been working hard as poets, authors, musicians, performers and artists to bring together our annual Castleford Academy Trust Active Arts Showcase.

"As part of Castleford Academy Trust, we pride ourselves on working collaboratively across the academies within the Trust and we firmly believe in encouraging children to become involved in the arts to provide inspiration, and to harness talent and creativity. It was simply wonderful to see the children and staff's hard work come together in our showcase. What a wonderful event."



High Street, Upton. Photo: Google

Fight against plans for a takeaway

Concerns have been raised over a planning application for a new takeaway in a Wakefield district village. The application is for a change of use for 17A on High Street in Upton from a restaurant into a takeaway. Residents told Wakefield Council's planning website that the village did not need another takeaway. One comment said: "There are local takeaway places

who provide good quality food. Another takeaway is not going to benefit the local community and hinder income of longstanding businesses in our area." Another comment said: "This is a small village with too many takeaways and pizza shops. And all these businesses bring noise and pollution with it. People, especially youngsters,

are gathering in large numbers, making noise and sometimes anti-social behaviour." A third comment said: "There are already four fast food takeaways less than 100 metres away from this new one, so no more please." Thirteen people have written to the council to oppose the plan. No decision has yet been made.

EAST COAST CLUSTER



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Chance to get a glimpse of life in the workhouse

Victoria Finan
SOCIAL AFFAIRS CORRESPONDENT

NEARLY 200 years after it was published, children are still beguiled by Charles Dickens' tale of Oliver Twist, the young orphan thrown out of the spartan workhouse for daring to ask for more gruel.

And this summer children can still follow in the footsteps of those unfortunate Victorians who were left with nowhere else to turn - by visiting some of Yorkshire's most intriguing museums.

Ripon Museums, which incorporates the city's former workhouse, courthouse and police and prison cells, are running a summer trail connecting nature with history.

Visitors to the Museums are able to follow activities themed around herbs grown in the working Victorian kitchen garden at the workhouse, including making sage tea and solving a crime with herb-based evidence. Along the way, they will be able to dress to meet actors re-enacting some of the city's most nefarious court cases, and learn about the cornerstones of the Victorian welfare state.

Alexa Vernon, the new director of museums, explained: "I think what's really interesting is there are individuals who were put in the cells, tried at the courthouse and then went to the workhouse. We're really talking about people who were on the edges of Victorian society, judged, housed and then punished."

"You get to walk in the footsteps of inmates as you tread the floor in these unique heritage buildings."

Those inmates included the Sinker brothers, of Pateley Bridge. Elijah and John Sinker were arrested in 1831 for the assault of a gamekeeper, but during the affray John stabbed the Sergeant at Mace for Ripon in the neck.

The brothers went on the run but were caught up a decade later, where John was found guilty of attempted murder and transported to Tasmania.

But his return to Yorkshire 10 years later did not mean the turning of a new leaf, and he was tried again for trespassing in pursuit of game, ending with his imprisonment with hard labour.

Ms Vernon explained that for some, coming to the workhouse meant salvation as well as despair. "There's no doubt, really, that workhouses were a place of last resort. It was austere. But at the same time, it's also a nuanced picture. It was better than being homeless. The children got an education."

Children visiting the workhouse today can enjoy a very different sort of education, said Ms Vernon, although they are still encouraged to consider those big social justice questions as well as enjoying the fun of dressing up.

"When children arrive here, they are shocked, particularly to hear that they would be separated from their parents and the family unit. It sparks conversations around fairness, poverty, and punishment."

The Museums are also constantly recruiting for new volunteers to bring the most alive to visitors. Anyone interested should visit ripon-museums.co.uk



STEEPED IN HISTORY: Clockwise from top, director of Ripon Museums, Alexa Vernon, and new chair, Robert Ling as the museums announce a summer trail connecting nature with history; the city's old police box; the former Victorian workhouse, which is open to the public.

DIGEST

Zoo welcomes pair of rare macaws

A UK zoo has welcomed two of the world's most endangered parrots as part of a breeding programme to help save them from extinction.

The pair of red-fronted macaws have arrived at Twycross Zoo in Leicestershire, with the hope they will "fall in love" and breed.

The birds are one of the most endangered species of parrot on the planet, with fewer than 300 remaining in the wild.

Native to Bolivia, they are currently listed as "critically endangered" on the International Union for Conservation of Nature Red List.

Trainspotting star set for new rail tale

GHEY'S Anatomy star Kevin McKidd is to star in a BBC Studios production of the new railway adaptation of Dame Jacqueline Wilson's The Primrose Railway Children.

The 50-year-old actor, who also featured in the film Trainspotting, will play Bob Robinson in the 90-minute CBBC special, which is an adaptation of Dame Jacqueline's modern reimagining of E Nesbit's classic The Railway Children. The story follows Phoebe, her older sister Becks, older brother Perry, and their mum, who are living in Glasgow, when suddenly they are uprooted from their lives and moved to the remote highlands of Scotland.

Supercars and coffee for charity

HARROGATE supercar finance specialists, Apollo Capital, will be hosting 100 of the most high-powered and high-value cars this weekend as the 'Supercars and Coffee' event roars into town.

The event will take place at The Lens in Hornbeam Park on Sunday, from 10am through to 2pm, and raise funds for the Leeds Mind Charity.

Petrolheads of all ages will be treated to a stunning array of cars as they are put on display at the Apollo Capital offices, with the likes of Ferrari, Porsche, McLaren and Aston Martin all expected.

Cannon Hall among UK's most popular free destinations

A GEORGIAN country house museum set in 70 acres of historic parkland and landscaped gardens has seen a 17 per cent rise in visitor numbers making it one of the most popular free destinations in England.

The latest official figures from Visit England puts Cannon Hall Museum, Park and Gardens, between the villages of Cawthorne and High Hoyland, near Barnsley, in 14th place under London's Tate Britain, with an estimated 983,008 visitors last year, up from 841,642 in 2022.

Originally the home of the Spencer and later the Spencer-Stanhope family, the house which is set in acres of parkland, lakes, waterfalls, follies and vistas, is owned and operated by Barnsley Council.

The Hall puts on regular events, including the annual Regency Ball, a Christmas Fair, guided tours, workshops and children's activities throughout the year.

Leader of Barnsley Council, Sir Steve Houghton, said they were thrilled by the latest figures, but aren't resting on their laurels. He said: "We are not complacent. The question is now let's improve it even further. We are looking to master-

plan it so we can continue to grow it and improve it."

The National Railway Museum in York was the second most visited free attraction in the region with 630,306 visitors, up 10 per cent on 2022 (572,577). In third place was Millennium Gallery, an art gallery and museum, which opened in April 2001 as part of Sheffield's Heart of the City project (452,007 in 2023, up seven per cent).

England's top free attraction is the British Museum, with 5.8m visitors.

Visit England said while visits to attractions continued to recover last year, they were still significantly down on pre-pandemic levels.

Director Andrew Stokes said: "It's good to see continued growth in visits to our wonderful attractions and this survey underlines what we know from the industry, that there remains ground to be covered to get our sector back to pre-pandemic levels and that the cost-of-living crisis continues to bite."

Meanwhile Yorkshire Wildlife Park was 14th in the top 20 paid for attractions in England, with numbers down one per cent to 921,008. Second in the region was York Minster (571,099).

Astronaut Sharman to give lecture on working in space

THE first Briton in space will give a public lecture as part of the 2024 Royal Astronomical Society National Astronomy Meeting, which will take place at the University of Hull from Monday.

Helen Sharman, from Sheffield, who was a 27-year-old chemist when she travelled to the Soviet space station Mir for an eight-day mission orbiting the Earth in 1991, will be talking on "the cosmic wonder" and basic practicalities of living and working in orbit.

Leading scientists from the UK and around the world will present the newest cutting-edge research in astronomy and space science, covering topics as diverse as the impact of large satellite constellations on astronomy and the up-

coming Plato mission to find rocky worlds around other stars besides our own.

NAM is the UK's largest regular gathering of professional astronomers and space scientists, with around 300 delegates expected to be on site over the week and about 100 more joining online.

This year's meeting, which will be a hybrid event, will include a wide-ranging scientific programme featuring around 40 parallel sessions and plenary talks over the five days of the conference, plus a series of exciting outreach and cultural events.

Ms Sharman will be giving her lecture on Monday evening. Tickets can be booked by visiting <https://www.ticketsource.co.uk/>

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NEWS



Fabulous costumes for the parade.



Packed Pontefract celebrates HARIBO Liquorice Parade.



EAST COAST CLUSTER



Humber Carbon Capture Pipeline Community Consultation

9 July to 20 August 2024

Have your say

Deadline for feedback:
20 August 2024

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Drax Village Hall, YO8 8NP	Mon 22 July, 4-8pm
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Adventurer prepares for 24,000-mile sailing race

Connie Daley
NEWS CORRESPONDENT

SHE is already an inspiration to many with her round-the-world sailing exploits.

But this weekend adventurer Jasmine Harrison, of Thirsk, North Yorkshire, will be in Whitby hoping to encourage more people – especially girls – to follow their dreams. She will be bringing her yacht to Whitby Harbour from July 21 to 24, ahead of her new challenge to sail solo around the world.

Jasmine, 25, has entered the inaugural Mini Globe Race organised by McIntyre Adventurers.

The race starts with a qualifying Transatlantic leg from Portugal to Antigua from December 2025.

Then there will be four main legs. Antigua to Panama, Panama to Fiji, Fiji to Cape Town, Cape Town to Antigua, with other pit stops along the way sailing around 24,000 miles.

She will be sailing single-handed over 14 months in a 5.8m (19 feet) yacht, racing against 20 other sailors, and will be one of only two female competitors. She will be the youngest to take part.

Her sailing yacht, Numbatou, a Class Globe 580, was made and sailed by the victor of the 2021 Globe Transat race.

The Mini Globe Race is a low-tech event. All boats are of the same design, many are hand-built by their skippers.

Jasmine is looking forward to showing her boat to supporters over the weekend.

She said: "I want to inspire other

people, especially young females, that anything is possible, from small goals to big adventures, they can do something incredible too."

It will be another challenge of a lifetime for Jasmine who is currently training out of Hartlepool Marina.

She was the youngest female to solo row the Atlantic Ocean in 2021, aged 21.

She also swam from Land's End to John O'Groats in 2022, the first female and only third person to achieve it.

On her last challenge, which began in July 2022, she swam between four and 12 hours a day.

The epic adventure saw her being stung multiple times on her face and hands by jellyfish, followed by a shark, and had to dodge military exercises.

Jasmine holds the Freedom of both Thirsk and Sowerby, North Yorkshire, and is a Squadron Sailing Associate of the Royal Yacht Squadron, and is a member of the Ocean Cruising Club.

The swimming teacher and life-guard was a Rotary UK Young Citizen of the year 2023 and has raised over £30,000 for environmental and humanitarian charities. She is also a Forbes 30-under-30 lister (sports, Europe 2021).

Members of Whitby and Thirsk Rotary Clubs will be supporting Jasmine and guiding visitors over the weekend.

She has also worked as a motivational speaker for global companies, at award ceremonies and in schools.



GOING SOLO: Main picture, Jasmine Harrison on board her sailing yacht, Numbatou, with which she is attempting to sail solo around the world. Above left, Jasmine during her marathon swim from Land's End to John O'Groats, and, above right, celebrating at the end of the journey.

DIGEST

50,000 expected at Pride weekend

LEEDS will be transformed this weekend for the city's annual Pride festivities.

More than 50,000 people attend each year. This year's parade will start at 12pm on Sunday opposite Leeds Town Hall before making its way down to Lower Briggate.

The weekly park run at Woodhouse Moor tomorrow has a Pride theme, a LGBT+ market will be held in Broadrick Hall at Leeds City Museum from 11am-3pm and Leeds Minster will host a Pride celebration service at 4pm on Sunday, which will be a "service of reflection, prayer and poetry", organisers said.

Museum's vintage motorcycle show

MORE than 50 vintage motorcycles, the oldest dating back to 1912, will roll into the Yorkshire Air Museum next weekend, as part of an annual event.

The Golden Era Run involves members of the North East section of the Vintage Motorcycle Club and is for motorcycles and three-wheelers built before 1931. It is one of the UK's top vintage motorcycle events.

Bikes and riders will meet at the museum at Elvington early in the morning of July 28 before setting off for a ride to Allerthorpe Lake, near Pocklington, before returning to the museum where their machines will be on display.

Record £34m for stegosaurus fossil

THE nearly-complete fossilised remains of a stegosaurus have fetched a record \$44.6m (£34.2m) at auction in New York.

The fossil was sold to an anonymous buyer. The bones are considered the most complete ever found.

The price broke records for dinosaurs fossils, with the remains of a Tyrannosaurus Rex nicknamed Stan knocked into second place after it sold in 2020 for \$31.8m (£24.4m).

Sotheby's said the buyer was American and intended looking into lending it to an institution in the US.

Cathedral choir back on song with national funding ahead of tour

RIPON Cathedral has received £30,000 from the Cathedral Music Trust which will help with vocal coaching for its choristers ahead of their tour to Germany this month.

The choir has undergone a renaissance after numbers dwindled, the cathedral said.

After the pandemic the boys' choir folded, with boys and girls singing together, as Covid had made recruitment impossible.

However, following two large-scale recruitment drives at schools in the region there are now more than 60 choristers with thriving boys' and girls' choirs and a growing number of choral scholars – older students who were either choristers or have experience joined since.

Now, two years after it was reformed, the choir has recorded its first commercial CD for Christmas.

Ripon Cathedral Director of Music Dr Ronny Krippner said: "Thanks to the generous support of the trust, we are now in a strong position to expand both the provision for vocal training of our choristers and the professional development of our lay clerks, as well as engage supernumerary lay clerks more regularly to support the large

number of treble voices in our cathedral choir. I am delighted."

The grant for Ripon also includes the funding of outreach and chaplains.

Dr Krippner is taking the singers to his native Bavaria. The choir will be singing at Munich Cathedral, Regensburg Cathedral, Waldsassen Basilica and Nuremberg Frauenkirche.

The Very Rev John Dobson, Dean of Ripon, said music at the cathedral was enjoying a renaissance, but nothing could be taken for granted.

He added: "Continued care and development of our growing number of choristers and choral scholars and sustained professional training for our superb lay clerks requires financial commitment, which is why I am extremely grateful for this grant."

The Cathedral Music Trust (CMT) is investing £500,000 in cathedral music this year. A CMT spokesman said: "At the heart of this vital funding is our commitment to championing excellence in choral and organ music, and providing opportunities for people from all walks of life to thrive and develop."

How Paris Olympics of 1924 'shaped the future of sport'

AN art exhibition will reflect on the last Olympics to be held in Paris a century ago, as the Games return to the French capital this summer.

The exhibition, at Cambridge's Fitzwilliam Museum, will use art, film and photography to tell stories about the momentous sporting event.

Curators say it will allow visitors to explore how the modernist culture of Paris "shaped the future of sport and the Olympic Games we know and love today."

They say the 1924 Games was a "breakthrough that forever changed attitudes towards sporting achievement and celebrity, as well as body image and identity, nationalism and class, race and gender".

The achievements of Cambridge University students, who won 11 Olympic medals for Great Britain in 1924, including sprinter Harold Abrahams whose story inspired Chariots of Fire, will also be celebrated in the exhibition. Paris 1924: Sport, Art and the Body will open today until November 3.

EAST COAST CLUSTER



Humber Carbon Capture Pipeline



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TO BAKE

Bakehouse crinkle-edge cookie cutter set. House of Fraser, was £19.99, now £6. **SAVE: £13.99**

Wendy non-stick baking paper (10mx38cm) 5mm x 5mm. Debenhams, was £3.75, now £1.99. **SAVE: 1.76p**

Aerit round steel non-stick cake tin. Debenhams, was £14.99, now £10.49. **SAVE: £4.50**

Nutmeg Home heavy oven tray. Morrisons, was £5, now £3.50. **SAVE: 90p**

George Home butterfly oven gloves. Asda, was £4, now £1. **SAVE: £3**

* All prices correct at time of going to press. Available while stocks last

TO SERVE

Foodie's classic Cornish clotted cream (227g). Morrisons, was £2.75, now £1.95. **SAVE: 80p**

Foodie's strawberry conserve (340g). Tesco, £2.60, £2 with Clubcard. **SAVE: 60p**

First strawberry conserve (340g). Tesco, £2.60, £2 with Clubcard. **SAVE: 60p**

Taylor's of Harrogate Yorkshire Tea (40). Asda, was £1.75, now £1.50. **SAVE: 25p**

Sara Miller Teapot House of Fraser, was £65, now £33. **SAVE: £32**

Two-tier cake stand with four tins. Debenhams, was £49.95, now £36.95. **SAVE: £12.99**

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* Prices correct at time of going to press. Available while stocks last

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Had your eye on Colne's Transpire shades (left), £400. mydebenhams.com/7 Try Le Specs' Dutta Love shades (right). £50 at harveynichols.com

CHEERS!

Save on Greece King IPA (500ml) £1 a bottle at Morrisons or four for the price of three, saving £1

EAST YORKSHIRE CLUSTER



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Eastington Community Hall, HU10 0TU	Thurs 18 July, 4-8pm
Bawcliffe Village Hall, DN14 6BR	Fri 19 July, 10am - 2pm
Drax Village Hall, YO6 6NP	Mon 22 July, 4-8pm
Paul Village Hall, HU12 8AW	Wed 24 July, 4-8pm
South Kilingsworth Community Centre, DN40 8EJ	Thurs 25 July, 4-8pm
Worson Village Hall, DN15 5EG	Fri 26 July, 10am - 2pm
Onwile Community Hall, DN17 4LL	Tues 30 July, 4-8pm
Garncliffe Village Hall, DN17 4AD	Wed 31 July, 4-8pm
Online webinar - register by going onto our website or emailing us	Tues 8 August, 6-7pm

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Kade Heams discovered a zombie knife, left, while walking to school and knew exactly what to do thanks to a lesson by author and educator Christina Gabbitas

Boy found zombie knife on school walk

HE KNEW WHAT TO DO THANKS TO LESSON

By **DEBORAH HALL**

deborah.hall@reachpic.com
@DeborahHall15

A TEN-year-old boy who discovered a zombie knife while walking to school in Scunthorpe knew exactly what to do after a lesson about the dangers of such weapons.

Kade Heam, a pupil at Oasis Academy Parkwood, Scunthorpe, spotted the weapon behind an electric box in his street.

He stopped his twin sister from touching it in case she hurt herself or interfered with any fingerprints and, recalling the awareness session at his school earlier in the year, Kade rang both of his parents, who in turn called the police, sending photos of it from his phone as he did not want to leave it unguarded until officers arrived.

Author and educator Christina Gabbitas, an honorary member of the NSPCC Council, was invited by Oasis Academy Parkwood in January to speak to students in year 5 and 6 about grooming and the serious consequences of carrying knives, using her book, *No More Knives or County Lines*.

Following the session, the school decided to purchase copies of the story to help reinforce the impact of her message.

Kade said: "As soon as I saw the knife, I remembered what Christina had showed and discussed with us in the lesson."

After the visit, Cynthia Marie Heam, mum of Kade, reached out to Christina to express her gratitude.

She said that thanks to Christina's educational visit, Kade remembered the important lessons discussed during the session. In a message posted on social media, Cynthia thanked Christina



Christina with pupils at Oasis Academy Parkwood

for her work at Oasis Academy Parkwood and mentioned how Kade, encountering the zombie knife, remembered the dangers of knives and acted responsibly.

Humber-side Police commended Kade for his actions. As a result, Kade is now a finalist for the BBC Radio Humberside Make a Difference Bravery Award.

Cynthia said: "I wanted to reach out to Christina to let her know that her work is invaluable, and I'm pleased that my wannabe policeman son is making the right choices with the education he had been provided. We are beyond proud..."

Cynthia emphasized the significance of Christina's work in a community where child exploitation is a real concern, she expressed her pride in Kade and highlighted the importance of a collective effort in guiding and supporting children to make positive decisions.

Christina said: "It's very rewarding to learn that my writing is having a positive impact. I'm a big believer in the power of storytelling

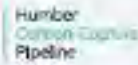
for delivering important and educational messages.

"More emphasis on early intervention education is needed and I hope that the new Government don't overlook this. Prevention is key."

Christina was first commissioned in 2019 by Humberside PCC and has visited hundreds of schools in the Humber and North Yorkshire regions with her story *No More Knives or County Lines*. North Yorkshire PCC commissioned to Christina to write a sequel story, *Trapped In County Lines*, that sees the characters caught up once again and groomed into county lines.

There is a fatality from a stabbing and a child goes missing in the sequel aimed at secondary-age children. Christina, who is continuing her efforts working with various police forces, was invited to speak at the British Association of Women in Policing in 2023 to talk about her successful early intervention work with forces.

EAST COAST CLUSTER



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Groups to hear talk on food & drink

North Duffield Conservation and Local History Society and Archeology North Duffield will next meet for an interesting talk on the history of food and drink in Yorkshire at North Duffield Village Hall.

On Tuesday, July 16, the groups will hear from Dulcie Lewis, who will engage audiences in 'Not just Yorkshire Pudding - a history of food and drink in Yorkshire' from 7:30pm onwards. Everyone welcome.

See Emy's work in Times office

The work of a local artist with non-verbal autism is now on display at the Selby Times office.

Emy Spinks' colourful creations, featuring multiple well-known destinations she has visited in Yorkshire over the last few months, are available to purchase at the Selby Times.

The 28-year-old, who uses her natural artistic talent to communicate with those around her and express herself, has been translating her love for the Yorkshire countryside and coast onto canvas for many years, and is happy to share her work with local businesses and organisations through her 'Art For All' scheme.

Emy's support worker India Pierson, explained: "These pieces of artwork allow you to see Yorkshire through Emy's eyes.

"Whether it's the colours of the houses at the seaside, the flowers in summer or the wildlife by the canal, the works are all hand crafted and made

using a variety of waste products and recycled materials.

"Emy uses a variety of waste packaging and plastics as well as recycled cardboards and papers to create her artwork.

"She enjoys working with reusable materials that are free and easy to find and allow for different textures in her work.

"We hope you enjoy Emy's art and feel inspired to capture your own creativity."

Emy's work displayed for purchase in the Selby Times features many of the coastal destinations she has visited.

The artist also sells her work on Etsy and you can take a look by visiting <https://www.etsy.com/uk/shop/emyspinksart>.

Emy Spinks and one of her colourful art pieces displayed at the Selby Times. (11-07-210 ST) (11-07-237 ST)

This weekend at Church at the Crossroads

Sunday Worship on Sunday, July 14, at the Salvation Army's Church at the Crossroads, will be led by Majors Jeremy and Wendy Ferguson-Smith.

The service will commence at 10am and will consider the role of the crowd at the Wimbledon and Euro 24 finals take place.

This will be followed by coffee and conversation and all are welcome.

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EAST COAST CLUSTER

Northern Endurance Partnership

Humber Carbon Capture Pipeline

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Top-level meetings for county Mayor

The region's Mayor said he put York and North Yorkshire's economy at the "forefront of engagements" at his meeting with the Prime Minister Sir Keir Starmer and Chancellor of the Exchequer Rachel Reeves last week.

In his first full week since the general election, David Skaith and other mayors joined for a round-table talk on local and national government at 10 Downing Street.

Mr Skaith said of his meeting: "It was a privilege to be invited to number 10 by Sir Keir, so soon after the election.

"It provided me and my fellow elected mayors with a valuable opportunity to discuss national government collaboration, and how to harness each region's unique strengths to drive economic growth.

"Myself and fellow Yorkshire Mayors also met with the Chancellor this week in Leeds, where I emphasised York and North Yorkshire's unique potential to establish itself as a rural powerhouse."

The Mayor also attended the Great Yorkshire Show, where he said he met with rural organisations and businesses.

The visited coincided with the launch of a recruitment campaign for those involved in businesses across the area to join the York and North Yorkshire Combined Authority (YNYCA) Business Board.

The board will advise the mayor on strategies for growth as well as helping to attract investment and boost the region's growth across rural, coastal and urban areas.

Mr Skaith said: "If you're passionate about business and passionate about the future for York and North Yorkshire, your voice is important and I want to hear from you.

"The Business Board will enable me to understand and take action to best support businesses and create opportunity for all."

If you are interested in applying to join the YNYCA Business Board, please visit <https://yorknorthyorks-ca.gov.uk/>.

David Skaith met with other regional mayors for a round-table chat with Chancellor of the Exchequer Rachel Reeves and Prime Minister Sir Keir Starmer. (18-07-214 SU)

(18-07-215 SU)

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Paul Village Hall, HU12 8AW	Wed 24 July, 4-8pm
South Killingholme Community Centre, DN40 3EU	Thurs 25 July, 4-8pm
Wootton Village Hall, DN39 6SG	Sat 27 July, 10am-2pm
Crowle Community Hall, DN17 4LL	Tues 30 July, 4-8pm
Garthorpe Village Hall, DN17 4AD	Wed 31 July, 4-8pm
Online webinar - register online or by email	Tues 6 August, 6-7pm

More information can be found on our website at:
www.nephccp.co.uk (Scan the QR code above to visit our website)

You can contact the HCCP project team by phone:
0800 024 1436 (Open Monday to Friday 9am to 5pm, please leave a voicemail outside of these times)

You can also contact us by email:
info@nephccp.co.uk

Appendix B

Consultation Materials

EAST CO₂AST CLUSTER



Humber
Carbon Capture
Pipeline

Humber Carbon Capture Pipeline

Consultation brochure
July 2024



Introduction

The proposed Humber Carbon Capture Pipeline is an important part of the Northern Endurance Partnership's end-to-end carbon dioxide transportation and storage infrastructure network, which enables 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, usage, and storage (CCUS) clusters to be taken forward by the UK Government. It 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 regions would also benefit from an influx of green jobs, skills development and supply chain benefits.

Net Zero North Sea Storage Limited via its Northern Endurance Partnership (NEP) project will be the carbon dioxide transportation and storage infrastructure provider for the East Coast Cluster. Net Zero North Sea Storage Limited is progressing the Humber Carbon Capture Pipeline, a proposed onshore infrastructure project that would transport carbon dioxide from carbon capture projects in the Humber region to secure offshore storage under the North Sea. This infrastructure is crucial to achieving net zero in the Humber – the UK's most carbon intensive industrial region.

EAST CO₂AST CLUSTER

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 shareholders in Net Zero North Sea Storage Limited, bp, Equinor and TotalEnergies, have experience in successfully delivering ambitious and complex energy projects, such as the Northern Endurance Partnership (NEP) project.

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, the Humber Carbon Capture Pipeline could help to protect thousands of existing jobs and create and support an average of 25,000 new jobs across Teesside and the Humber from 2030*.

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

What are we consulting on?

The Humber Carbon Capture Pipeline is a proposed underground, onshore pipeline with above ground installations that aims to 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 Drax in North Yorkshire and the coast north of Easington in the East Riding of Yorkshire, via North Lincolnshire.

The consenting process

Due to its scale, the Humber Carbon Capture Pipeline project is a Nationally Significant Infrastructure Project (NSIP) 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 relevant 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

This is the start of our engagement with communities, with further rounds of consultation in the future. As we work to develop our vision for this project, we want to ensure that the communities living and working in the Humber region have the opportunity to see and comment on our emerging proposals.

We are sharing maps showing the proposed pipeline corridor and early details of the pipeline and its associated infrastructure.



Please take part in this consultation and provide your comments by 20 August 2024.

You can give feedback in person at our events, online at www.nephccp.co.uk or via email at info@nephccp.co.uk

What is carbon capture, usage and storage?

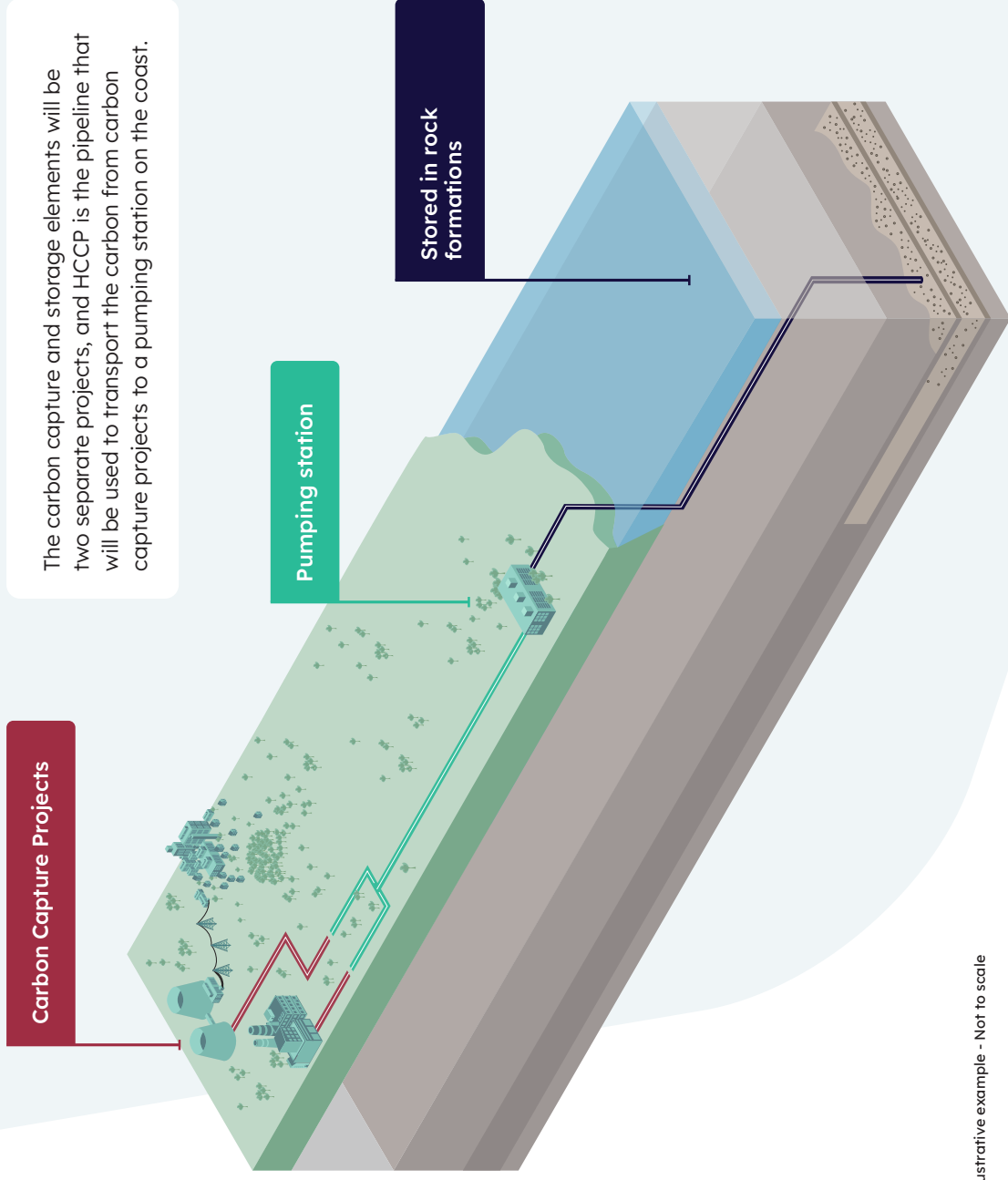
Carbon capture, usage and storage (CCUS) is a process which removes carbon dioxide emissions from industrial processes and power generation and transports them to secure storage areas.

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

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

The carbon dioxide would be stored in geological formations under the North Sea. The offshore transportation infrastructure and storage facility is subject to a different consenting process.

HOW DOES CARBON CAPTURE, USAGE AND STORAGE WORK?



Illustrative example - Not to scale

What is proposed?

A proposed underground, onshore pipeline with above ground installations, running between Drax in North Yorkshire and the coast north of Easington in East Riding of Yorkshire to transport carbon dioxide.

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

Transportation (this project)
Carbon dioxide is compressed and transported via onshore and offshore pipelines to a suitable storage location.

Storage (Endurance stores)
Carbon dioxide is injected into natural rock formations offshore where it will be stored permanently.

- Capture
- Transportation (this project)
- Storage (Endurance stores)

At this early stage the pipeline has been designed to enable a connection to the consented carbon capture project at Drax as well as to provide connections to the Keadby, Croxton, Killingholme and Salt End areas, to link to carbon capture projects that were shortlisted by the Department for Energy Security and Net Zero (DESNZ) in the cluster sequencing process in August 2022.

The pipeline would enable a connection to carbon capture projects in the Humber selected by DESNZ. We expect DESNZ to set out a selection process for East Coast Cluster expansion from 2024.

The proposed pipeline corridor has been designed to be away from residential areas and to avoid sensitive locations where possible. It mostly passes through agricultural land; we will be working closely with landowners to minimise disturbance.

The pipeline would have a diameter of up to 66cm. Our plans show a proposed pipeline corridor which is typically 300m wide. This includes areas required for temporary and permanent works. The exact location of the pipeline within this corridor has not yet been determined.

We will be undertaking surveys and gathering feedback from stakeholders and landowners to identify the best location for the pipeline. As the project design develops, the width of the pipeline corridor will be reduced.

Above ground installations (AGIs) required for the operation and maintenance of the pipeline.

AGIs would be required near each carbon capture project and at intervals along the pipeline. The size and type of equipment which could be needed at each AGI would vary depending on the function it serves.

The AGIs may be made up of a small structure, pipework and a limited amount of equipment which would be securely fenced. Each AGI would also have space for vehicle parking and an access track connecting to the existing road network.

The AGIs would be remotely monitored and operate as un-staffed facilities but would require security and maintenance visits. A smaller AGI would typically be 30m by 30m. A larger AGI would typically be 80m by 80m. Most equipment contained within the AGIs would be low-level, with some being up to approximately 4m high.

A pumping facility is also required near the coast, north of Easington, to enable the onward transportation of carbon dioxide offshore. The pumping facility would potentially be larger than the other AGIs - further details will be shared at the next consultation.

The AGIs and pumping facility would be surrounded by planting including trees and shrubs, to enhance the natural environment and screen views from the surrounding area.

Preliminary locations of AGIs and the pumping facility are shown on the plans. This includes options for the location of the AGIs near Drax and Thornumbald, which we welcome comments on.

Pipeline route

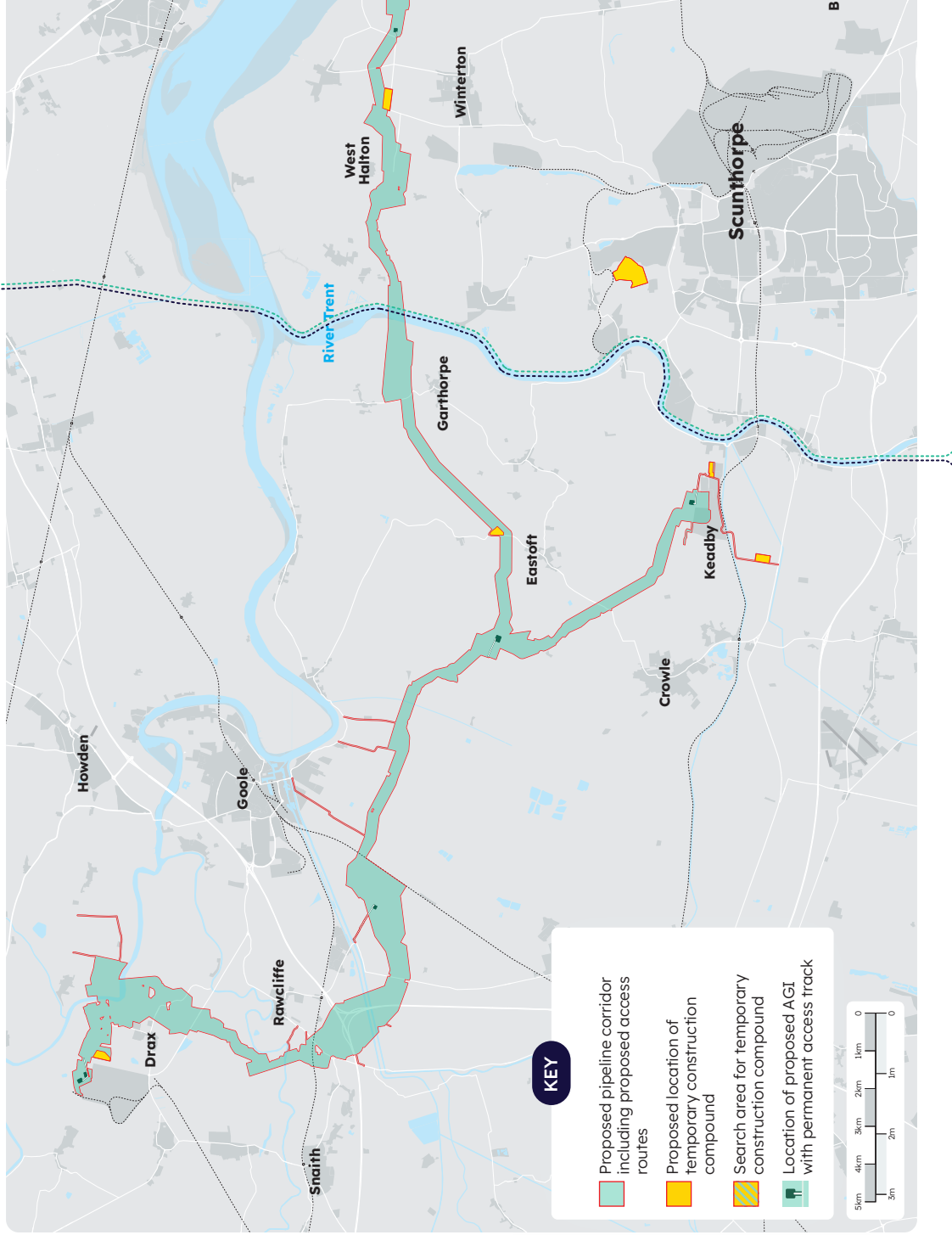
The proposed pipeline corridor has been developed following extensive engineering, environmental and safety considerations, including:

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

The proposed pipeline corridor for the Humber Carbon Capture Pipeline is different to that you may have previously seen proposed by National Grid, although there are similarities in some sections. The proposed pipeline corridor takes into account feedback that was previously received by National Grid to its consultation of the Humber Low Carbon Pipelines project in 2022. The National Grid Humber Low Carbon Pipelines project is no longer progressing.

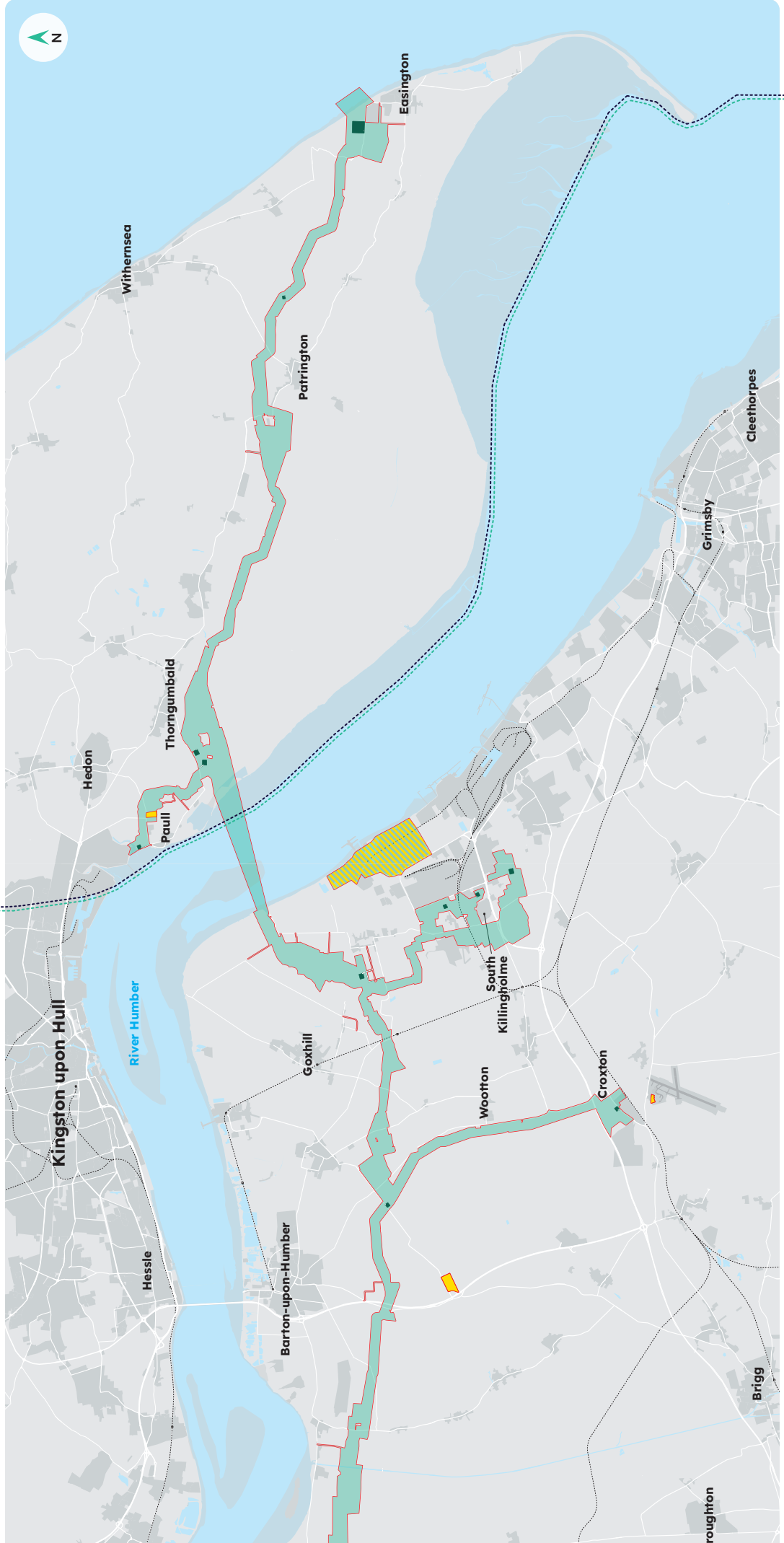
The proposed pipeline corridor is described over the following pages in three sections.

SECTION 1 - PAGES 7-8 DRAX TO THE EASTERN BANK OF THE RIVER TRENT



SECTION 3 - PAGES 11-12
NORTHERN BANK OF THE RIVER HUMBER TO THE COAST NORTH OF EASINGTON

SECTION 2 - PAGES 9-10
RIVER TRENT TO THE NORTHERN BANK OF THE RIVER HUMBER



Section 1

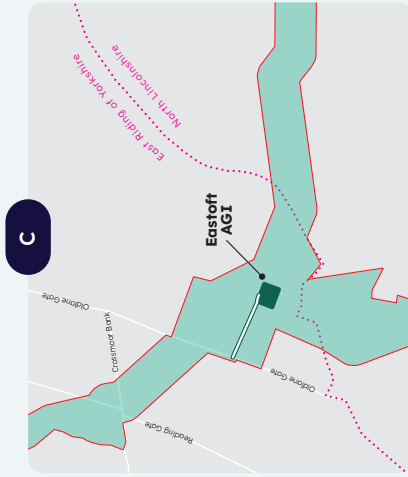
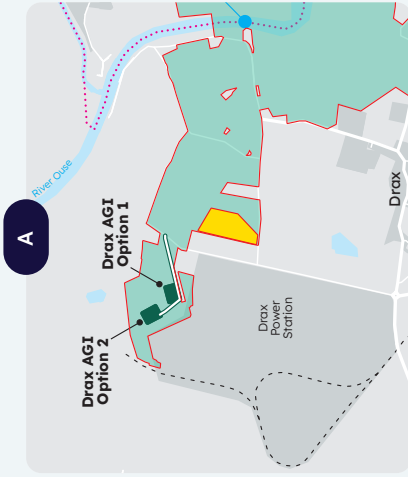
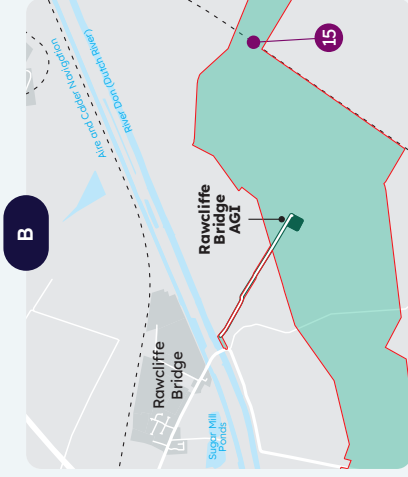
Section 1 extends from Drax to the River Trent. The western part of this section is within North Yorkshire whilst the middle part is in the East Riding of Yorkshire and the eastern part is within North Lincolnshire.

The proposed pipeline corridor provides a connection to a recently consented carbon capture project at Drax, where we are considering two options for the location of an Above Ground Installation (AGI). This area of the proposed pipeline corridor is wider to allow for design development to explore options that minimise the potential impacts to the villages of Drax and Long Drax and the River Ouse.

Continuing south, the proposed pipeline corridor passes west of Rawcliffe and under the Wakefield and Goole railway line, M62, M18 and the River Don. The proposed Humber Freeport – Goole development site constrains the more direct route to the east. An AGI is proposed south of Rawcliffe Bridge.

The proposed pipeline corridor then continues through the agricultural area of Goole Fields. It avoids the River Ouse to the north, and Thorne Moors to the south.

West of Eastoft, an AGI is proposed. A smaller diameter section of pipeline goes to the south to a consented carbon capture project in Keadby. The main pipeline corridor continues eastwards through fields to the crossing of the River Trent between Adlingfleet and Garthorpe, avoiding the Alborough Flats to the north and Burton upon Stather to the south.

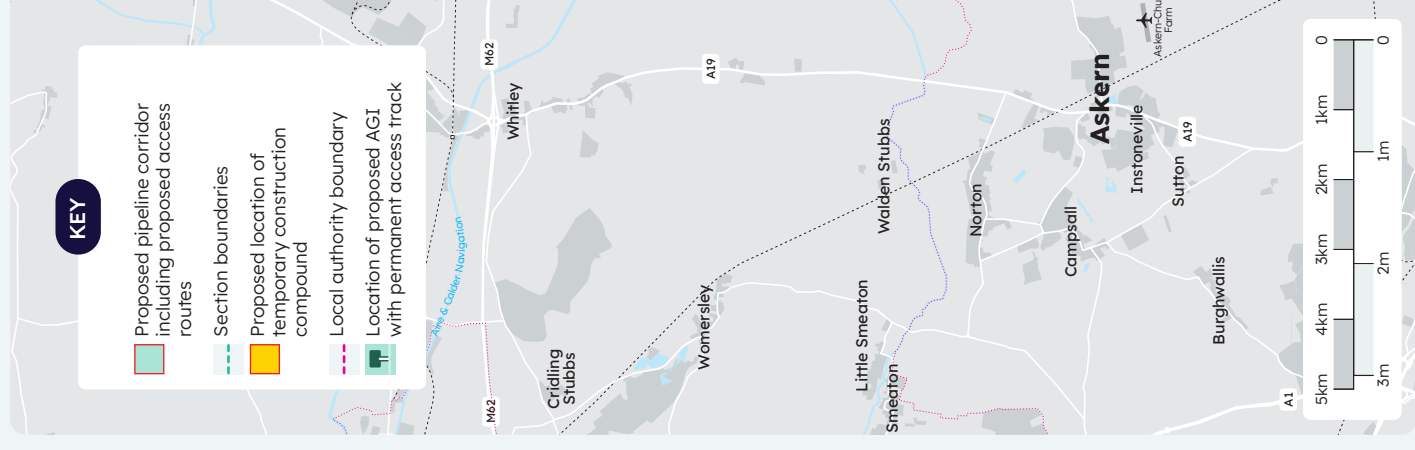


PROPOSED TRENCHLESS CROSSINGS

- 1 Watercourse - River Ouse
- 2 Watercourse - Rusholme Reach
- 3 Watercourse - River Aire
- 4 Watercourse - Aire and Calder Navigation
- 5 Watercourse - Dutch River
- 6 Watercourse - River Trent
- 7 Road - A645
- 8 Road - A614
- 9 Road - M62
- 10 Road - M62
- 11 Road - M18
- 12 Road - A161
- 13 Road - A161
- 14 Railway
- 15 Railway

KEY

- Proposed pipeline corridor including proposed access routes
- Section boundaries
- Proposed location of temporary construction compound
- Local authority boundary
- Location of proposed AGI with permanent access track



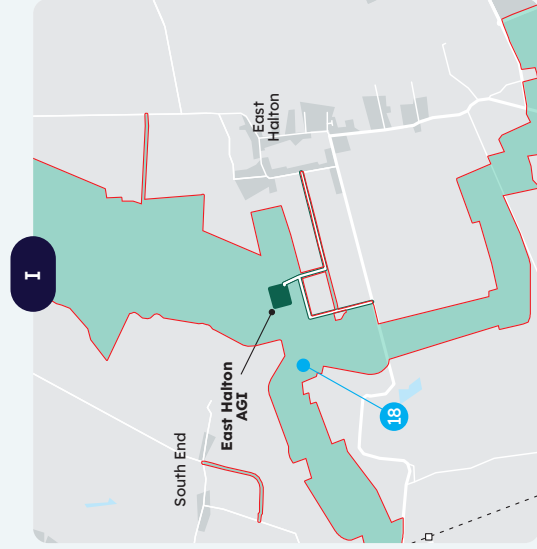
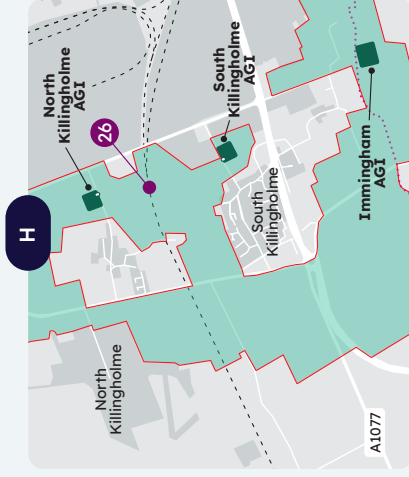
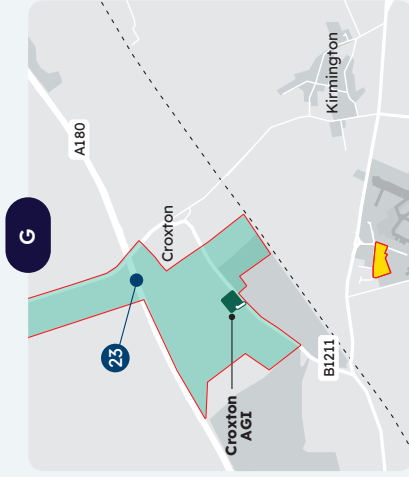
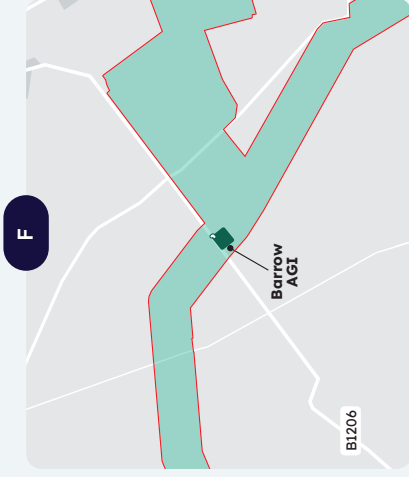
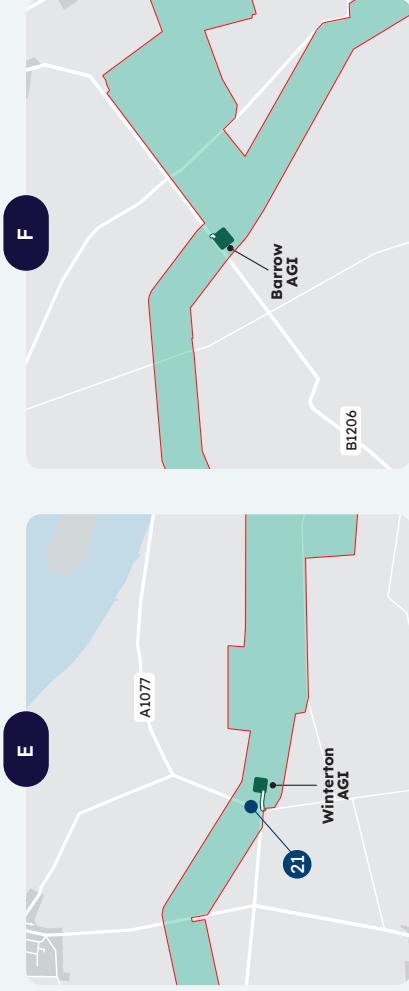
Section 2

Section 2 is entirely within North Lincolnshire. The proposed pipeline corridor extends from the River Trent under the River Humber and goes north of Winterton, taking into account constraints such as towns, villages and habitats connected to the River Humber.

Starting from the west, the proposed pipeline corridor passes south of West Halton and South Ferriby, then crosses under the A15. An Above Ground Installation (AGI) is proposed north of Winterton. Further east, near Barrow upon Humber, an AGI is proposed. From here, a smaller diameter pipeline goes south passing west of Wootton to an AGI which allows connection to carbon capture projects near Croxton.

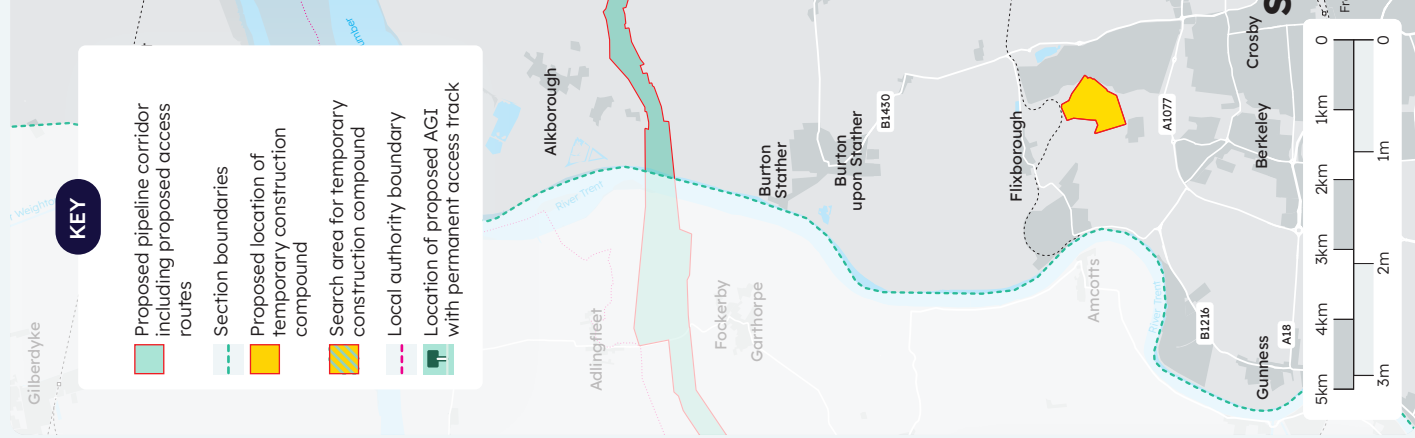
The main route continues east, passing under the A1077 and south of Goxhill and South End. Near East Halton, an AGI is proposed, from which the corridor connects to three AGIs that would allow connection to carbon capture projects in the Killingholme area.

The proposed pipeline corridor continues north, under the River Humber. The corridor avoids the proposed Humber Freeport – Able Humber Port site near East Halton and continues to an area where pipelines already cross the River Humber.



PROPOSED TRENCHLESS CROSSINGS

16	Watercourse - Halton Drain
17	Watercourse - New River Anchole
18	Watercourse - East Halton Beck
19	Watercourse - East Halton Beck
20	Watercourse - River Humber
21	Road - A1077
22	Road - A15
23	Road - A180
24	Road - A1077
25	Railway
26	Railway



Map data © OpenStreetMap contributors, Microsoft, Facebook, Inc. and its affiliates, Esri, Community Maps contributors, Map layer by Esri

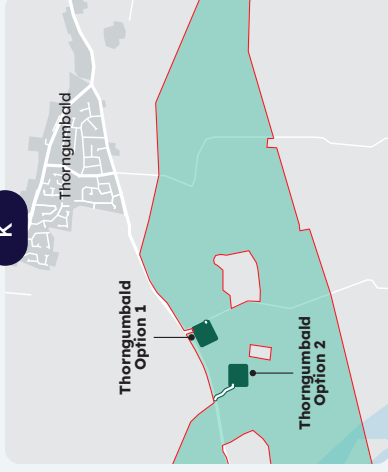
Section 3

Section 3 is entirely within the East Riding of Yorkshire and continues from the north bank of the River Humber near Salt End through to the coast north of Easington.

We are currently considering two options for the location of an Above Ground Installation (AGI) south west of Thorgumbald, allowing a smaller diameter section of the proposed pipeline to continue to an AGI north of Paull. This would provide a connection to carbon capture projects in the Salt End area whilst minimising interaction with the proposed Humber Freeport - Hull East.

The proposed pipeline corridor continues eastwards between Thorgumbald and Easington and is positioned to maintain a distance from settlements such as Keyingham, Ottringham and Patrington. An AGI is proposed between Patrington and Halimpton.

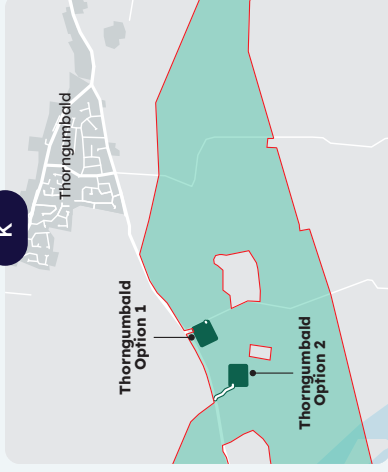
North of the village of Easington, the proposed pipeline corridor connects to the pump facility near the existing gas processing site, which will transport the carbon dioxide offshore to the Endurance stores. The proposed pipeline corridor extends to connect to the offshore pipeline. Beyond this, the pipeline out to sea and other infrastructure would be separately consented and are not part of this proposal.



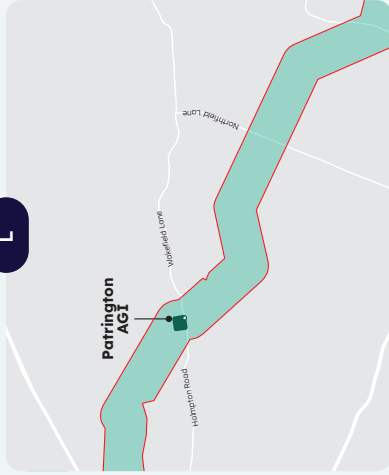
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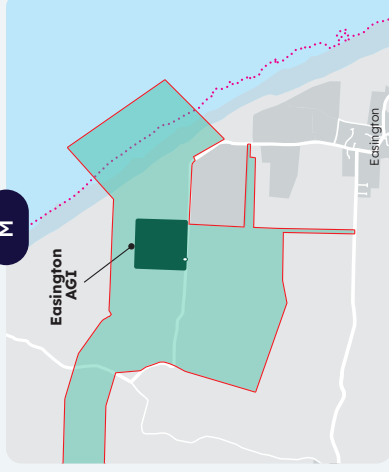
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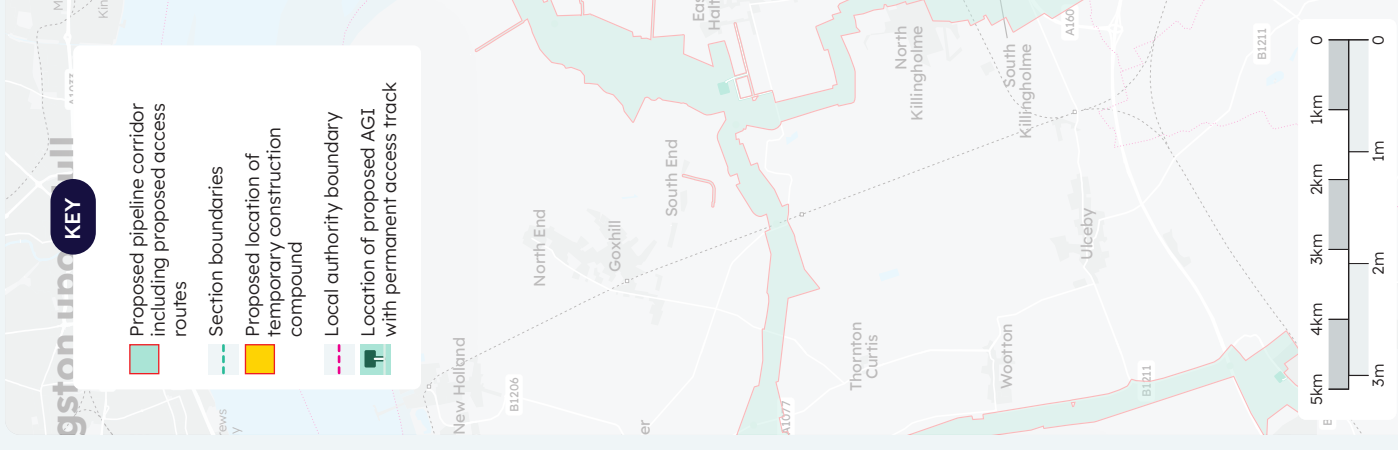


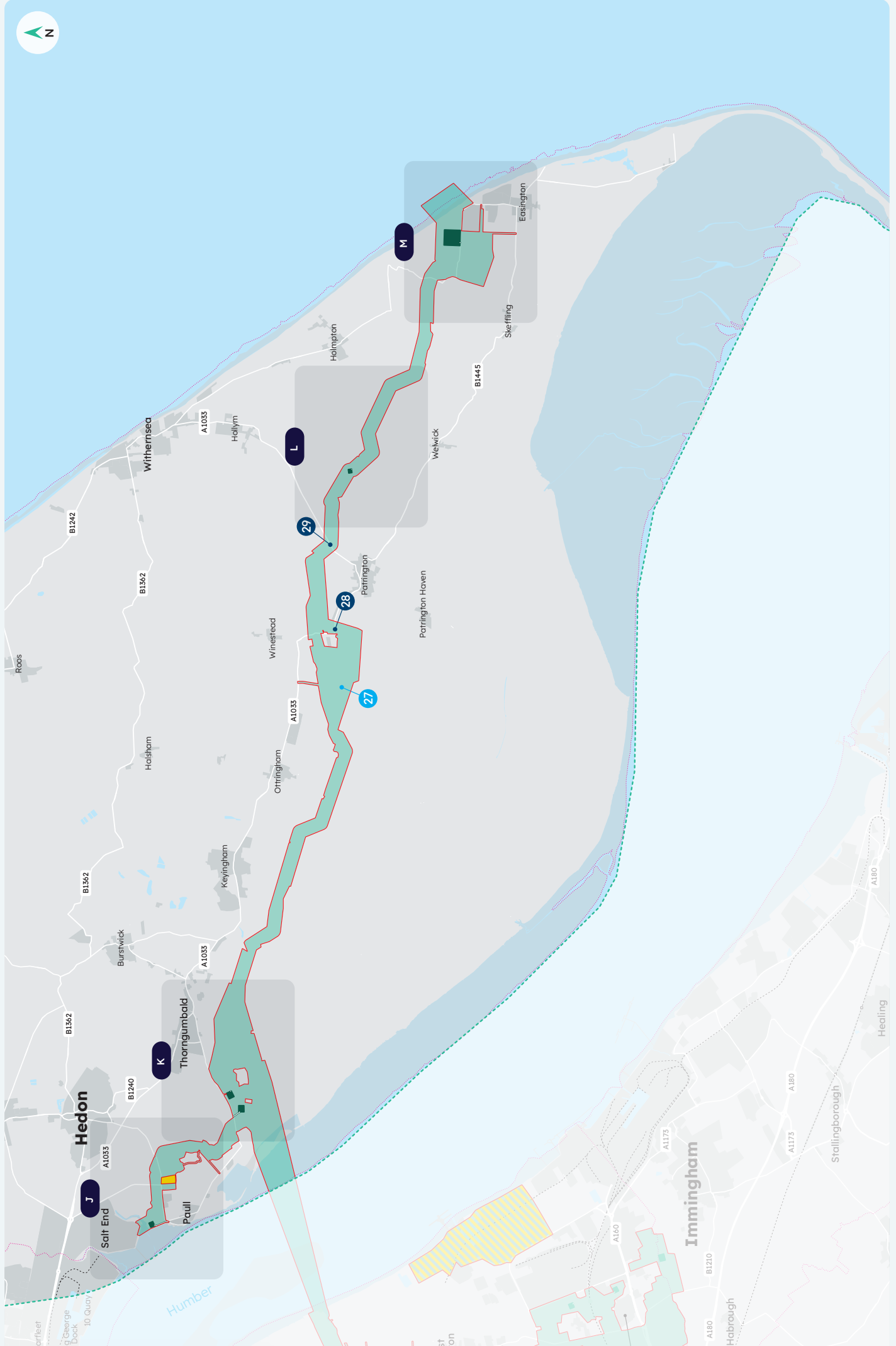
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PROPOSED TRENCHLESS CROSSINGS

- 27** Watercourse - Winstead Drain
- 28** Road - A1033
- 29** Road - A1033





Construction

We will work closely with the local community and other stakeholders throughout the planning and construction process. We would seek to manage environmental impacts and work to minimise, as far as practicable, any disruption caused.

How is an onshore underground pipeline built?

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 typically 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 40m wide would typically be needed for construction, but this could be reduced in environmentally sensitive areas such as the crossings of watercourses or hedgerows.

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 down from the surface. Preliminary locations where 'trenchless' construction methods are proposed are shown on the plans.

How is an Above Ground Installation (AGI) built?

Firstly, an access track would be constructed. Foundations would be built and the pipework and equipment would be put in place.

Power and telecommunications connections would be installed, followed by completion of security fencing and planting of trees and shrubs.

Temporary construction compounds

Temporary construction compounds would be required. There would be several construction compounds to store equipment and provide staff office and welfare facilities. Potential locations are shown on the maps.

The size, characteristics and duration that the temporary compounds would be in place for would vary depending on the function served, but all would typically include fenced storage areas, cabins for worker welfare, vehicle parking, areas of temporary surfacing and a temporary access track connecting to the existing road network.

Construction traffic from the temporary compounds to the working areas would be carefully managed and use suitable roads on the existing network. Existing tracks would be used where possible.



Environmental considerations

An Environmental Impact Assessment (EIA) will be undertaken to understand and identify the likely significant effects during the construction, operation and decommissioning phases.

This will involve 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 a report which will form part of the application documents.

The pipeline and associated Above Ground Installations (AGIs) will be designed to minimise as far as reasonably practicable their impacts on natural habitats and the environment.

Information on the existing ecological and heritage sensitivities has informed the proposed pipeline corridor. We understand that there are important areas in the Humber region, ranging from internationally designated sites such as the River Humber and habitats including rivers and woodland.

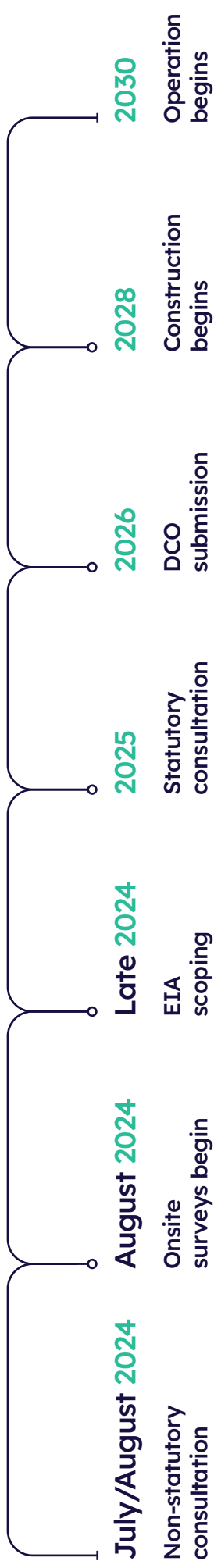
Routes for construction traffic would ensure the most appropriate roads are used. Construction work would be planned to minimise as far as reasonably practicable disturbance to local residents, for example with set working days/hours. Land required temporarily during construction would be restored once works are completed.

Further information on the preliminary findings of the EIA, proposed construction traffic routes and a draft Conservation Strategy will be available at the next round of consultation.



Project Timeline

The anticipated project timeline is:



How do I give feedback?

We are keen to ensure that the feedback of all local people is heard and recorded as part of the consultation process.

You can give feedback in the following ways:

In person

Please attend one of the following events, speak to a member of our team and fill in a feedback form.

Community events	Date	Time
West Halton Village Hall, Coleby Road, West Halton, Scunthorpe DN15 9AP	Tuesday 16 July	4-8pm
Goxhill Memorial Hall, 65 Chapel Street, Goxhill, Barrow upon Humber DN19 7JJ	Wednesday 17 July	4-8pm
Easington Community Hall, The Square, Easington, East Yorkshire HU12 0TU	Thursday 18 July	4-8pm
Rawcliffe Village Hall, Station Road, Rawcliffe, Goole DN14 8QR	Saturday 20 July	10am-2pm
Drax Village Hall, 38 Castle Hill Lane, Drax, Selby YO8 8NP	Monday 22 July	4-8pm
Paull Village Hall, 67 Main Street, Paull, Hull HU12 8AW	Wednesday 24 July	4-8pm
South Killingholme Community Centre, Moat Lane, South Killingholme, Immingham DN40 3EU	Thursday 25 July	4-8pm
Wootton Village Hall, Swallow Lane, Wootton, Ulceby DN39 6SG	Saturday 27 July	10am-2pm
Crowle Community Hall, Woodland Avenue, Crowle, Scunthorpe DN17 4LL	Tuesday 30 July	4-8pm
Garthorpe Village Hall, Shore Road, Garthorpe, Scunthorpe, North Lincolnshire DN17 4AD	Wednesday 31 July	4-8pm
Online webinar - register by going onto our website or emailing us	Tuesday 6 August	6-7pm

Online, over the phone or by email

If you have any questions about how to provide feedback, please do not hesitate to contact us via email or on the HCCP phone line.



info@nephccp.co.uk



0800 024 1436
(Open Monday to Friday 9am to 5pm, please leave a voicemail outside of these times)



www.nephccp.co.uk
(Scan the QR code to visit our website)



What happens next?

The project team will review the feedback following this early-stage consultation and will consider this in the development of the design. There will then be another round of consultation before we apply for consent. At this point any updates to the design, as well as preliminary results of environmental surveys and assessments, will be shared.



You can sign up to be notified of the next round of consultation by emailing us on the email address listed to the left.

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 **01869 629007** or via e-mail: **HCCP@dalcourmaclaren.com**

Paper copies of our materials are available at deposit locations along the proposed pipeline corridor. Details of these locations can be found on our website or by calling us on the phone number to the left.

EAST CO₂AST CLUSTER



Humber
Carbon Capture
Pipeline



Data Privacy Notice

Camargue Group Limited is supporting the Northern Endurance Partnership (NEP) with its consultation process on the Humber Carbon Capture Pipeline project. Camargue Group Limited (“we” or “us”) is committed to ensuring the privacy of your personal information.

In this notice we explain how we hold, process and retain your personal data.

How we use your personal data

We may process information that you provide to us. This data may include the following:

- Your name
- Your telephone number
- Your email address
- Your employer or any group on whose behalf you are authorised to respond
- Your feedback in response to the consultation

We will use your personal data for the following purposes:

- To record accurately and analyse any questions you raise during the consultation or feedback you have provided in response to the consultation
- To report on our consultation, detailing what issues have been raised and how we have responded to that feedback (please note that the information contained in the consultation report will be aggregated and will not identify specific individuals)
- To personalise communications with individuals we are required to contact as part of future consultation or communications. The legal basis for processing this data is that it is necessary for our legitimate interest, namely for the purpose of ensuring the consultation process, analysis and reporting are accurate and comprehensive
- In addition to the specific purposes set out above, we may also process your personal data when it is necessary for compliance with a legal obligation to which we are subject

Providing your personal data to others

We may provide your personal data to the following recipients:

- The Northern Endurance Partnership (NEP) on whose behalf we are collecting your feedback in order to analyse and report on the responses received
- Third party service providers and professional advisors who provide services to the Northern Endurance Partnership (NEP) in connection with the consultation
- The Planning Inspectorate
- Our insurers / professional advisers. We may disclose your personal data to our insurers and / or professional advisers when reasonably necessary for the purposes of obtaining and maintaining insurance cover, managing risks, obtaining professional advice and managing legal disputes

Retaining and deleting personal data

Personal data that we process for any purpose shall not be kept for longer than is necessary for that purpose.

Unless we contact you and obtain your consent for us to retain your personal data for a longer period, we will delete your personal data as soon as practicable following the outcome of the consultation process.

We may retain your personal data where such retention is necessary for compliance with a legal obligation to which we are subject.

Your rights

The rights you have in relation to your personal information under data protection law are:

- The right to access
- The right to rectification
- The right to erasure
- The right to restrict processing
- The right to object to processing
- The right to data portability
- The right to complain to a supervisory authority

You may exercise any of your rights in relation to your personal data by writing to us using the details below.

You can contact us by:



info@nephccp.co.uk



0800 024 1436

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

Our details

We are registered in England and Wales under registration number 3954008.

Our registered office is at
Eagle Tower, Montpellier Drive,
Cheltenham GL50 1TA.

EAST CO₂AST CLUSTER



Humber
Carbon Capture
Pipeline

Feedback Form

Community Consultation

9 July to 20 August 2024

The Northern Endurance Partnership (NEP) is holding an initial consultation on plans for an underground pipeline in the Humber region, between Drax in North Yorkshire and Easington in the East Riding of Yorkshire.

The Humber Carbon Capture Pipeline (HCCP) is a proposed infrastructure project that will transport carbon dioxide from carbon capture projects in the Humber region to secure offshore storage under the North Sea.

This initial consultation is being held from 9 July to 20 August. To find out more about the proposals and give feedback, please visit www.nephccp.co.uk or fill in the form below and return to one of our team members.

More information on, and maps of, the proposed pipeline route can be found in the project brochure and on the interactive map on our website.

How to Respond

Your feedback is key in helping us to define and refine our proposals. You can respond to as many sections of the form as you would like, and can submit it to us in the following ways:

In person: by handing it to a member of the team or placing it in the feedback form box at a consultation event. More information about events can be found on our website at www.nephccp.co.uk/consultation

Email: send a copy of your form to our inbox at info@nephccp.co.uk

Please provide your feedback by:

11.59pm on 20 August 2024

If you have any questions about how to provide feedback, please do not hesitate to contact us via email or on the HCCP phone line at **0800 024 1436**.

Once this consultation closes, we will consider all the feedback we have received as we continue to progress our proposals.

About you

Please fill out the section below with some information about you. Please note, personal details aren't required to be supplied. Please leave this section blank if you prefer.

Title:

First name:

Surname:

Postcode:

Are you responding on behalf of an organisation? Yes No

Name of organisation:

If you would like to receive project updates, please tick yes and provide your email: Yes No

Email:

EAST CO₂AST CLUSTER



Humber
Carbon Capture
Pipeline

To help the project team best understand your feedback, please be as clear and detailed as possible, particularly in making reference to specific locations (e.g., road names).

Overall pipeline corridor

A. Do you have any comments on the overall proposed corridor for the Humber Carbon Capture Pipeline?

Section 1: Drax to the eastern bank of the River Trent

B.1. Do you have any comments on Section 1 of the proposed pipeline corridor?

B.2. Do you have any comments on the above ground installations proposed on Section 1 of the route, including the two options being considered at Drax?

Section 2: River Trent to the northern bank of the River Humber

C.1. Do you have any comments on Section 2 of the proposed pipeline corridor?

C.2. Do you have any comments on the above ground installations proposed on Section 2 of the route?

Section 3: Northern bank of the River Humber to the coast north of Easington

D.1. Do you have any comments on Section 3 of the proposed pipeline corridor?

D.2. Do you have any comments on the above ground installations proposed on Section 3 of the route, including the two options being considered at Thorgumbald?

Consultation

E. Do you have any comments on the consultation and any suggestions you would like us to consider in the future?

Other Comments

F. Do you have any other comments on the Humber Carbon Capture Pipeline project?



Humber
Carbon Capture
Pipeline

Have your say

Humber Carbon Capture Pipeline Community Consultation

9 July to 20 August 2024



Paper copies of our materials are available at deposit locations along the proposed pipeline corridor. Details of these locations can be found on our website or by calling us on the phone number below.



More information can be found on our website at:

www.nephccp.co.uk

(Scan the QR code below to visit our website)



You can contact the HCCP project team by phone:

0800 024 1436

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



You can also contact us by email:

info@nephccp.co.uk



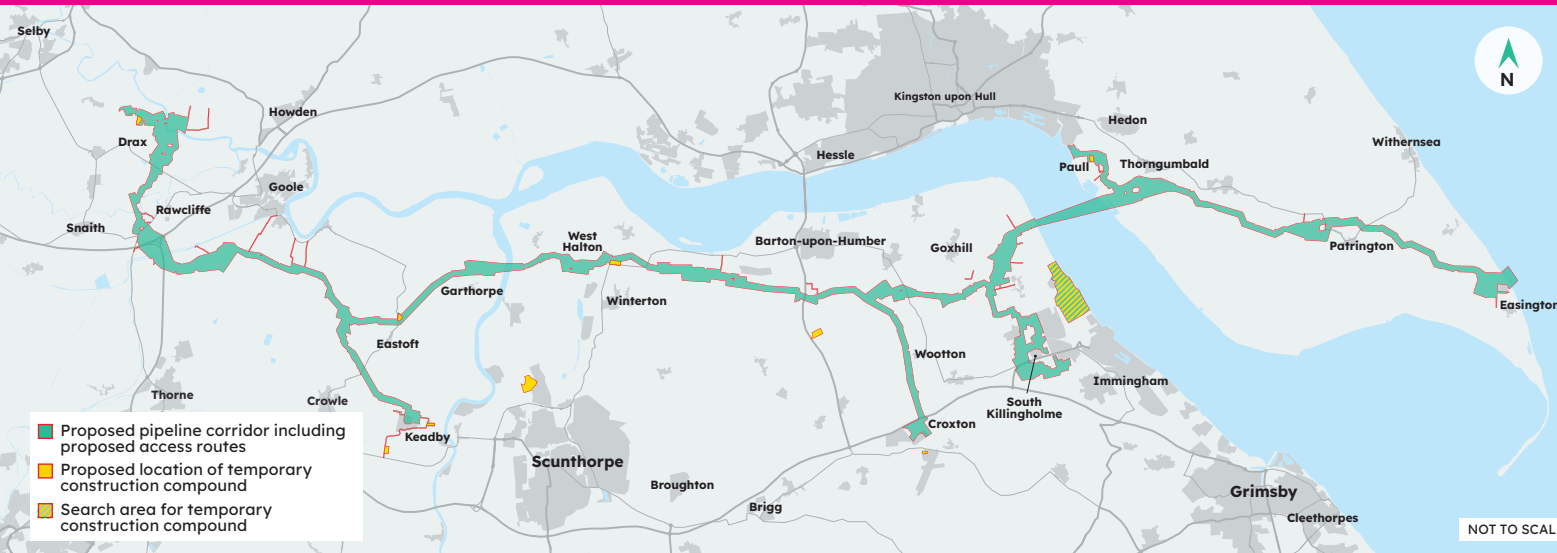
You can also access our website by scanning this QR code with your phone's camera.

Address

- Line 1
- Line 2
- Line 3
- Line 4

Return address:

Community Relations Team, Camargue,
Eagle Tower, Montpellier Drive, GL50 1TA



The Northern Endurance Partnership invites you to take part in an initial consultation on early plans for the Humber Carbon Capture Pipeline.

This postcard has been sent to your address because the proposed pipeline corridor is near to where you live.

The underground pipeline would transport carbon dioxide from carbon capture projects in the Humber region, running between Drax in North Yorkshire and Easington in the East Riding of Yorkshire.

This infrastructure is vital to decarbonising the Humber – the UK’s most carbon intensive industrial cluster – and can deliver significant economic benefits for the local area.

Have your say

We welcome your views and feedback to help us develop the project.

We are also holding events where you can meet the team and find out more - see below for details. You can provide your feedback **in person** at our events, online on our website at www.nephccp.co.uk, or by **email**.

Events

**Deadline for feedback:
20 August 2024**

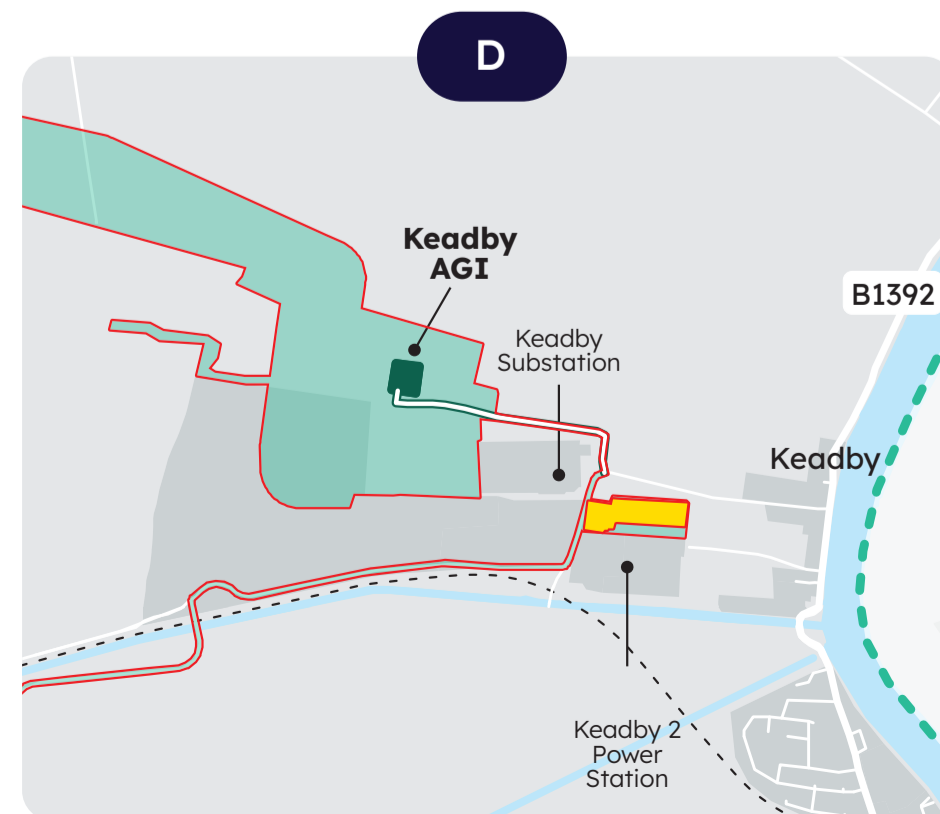
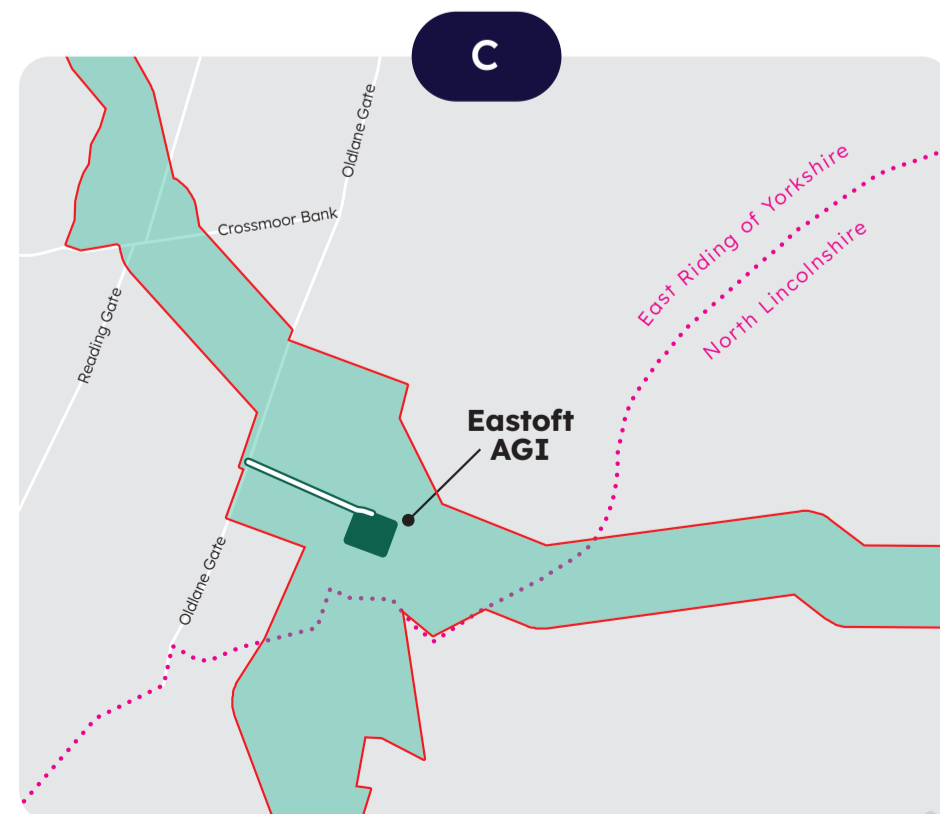
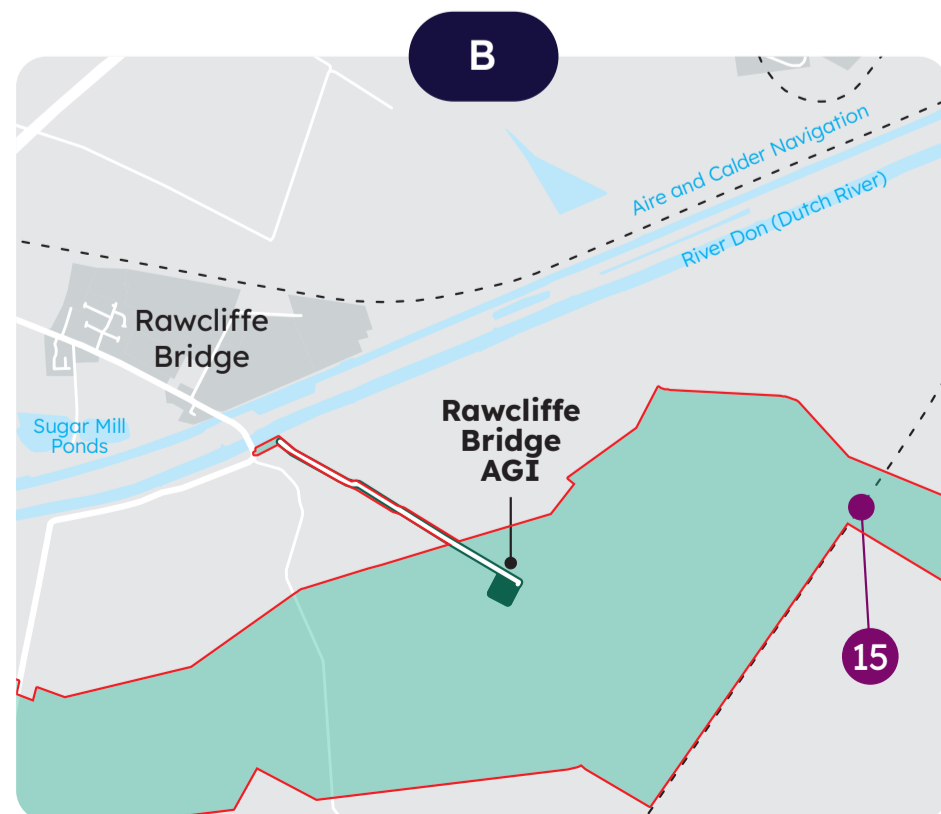
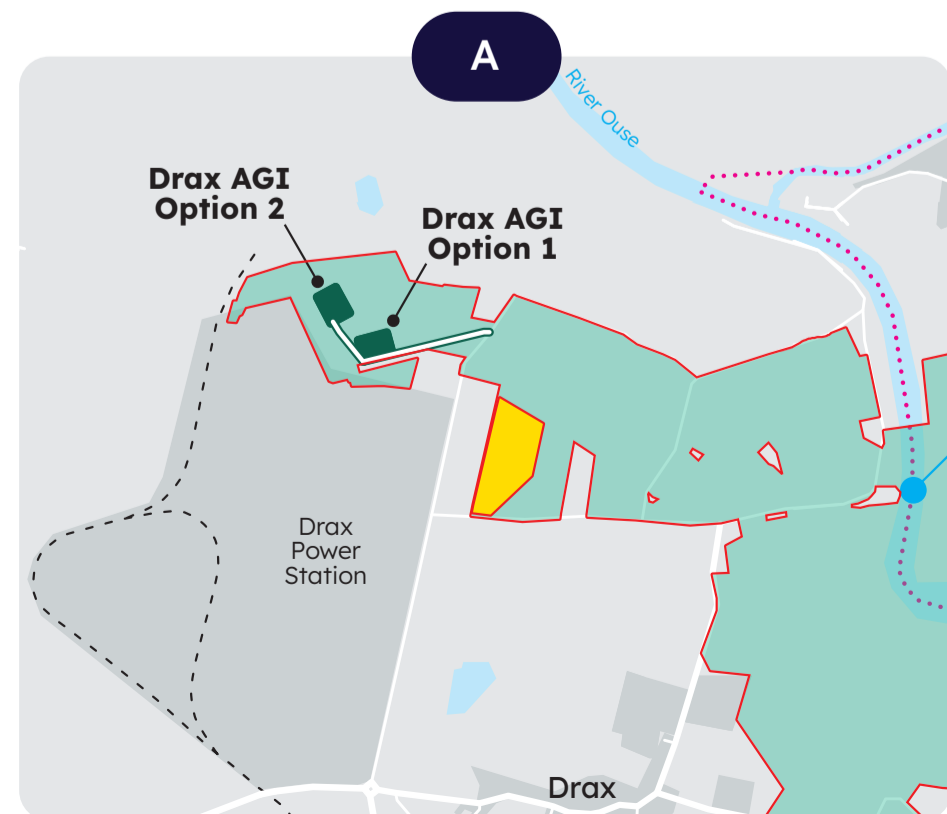
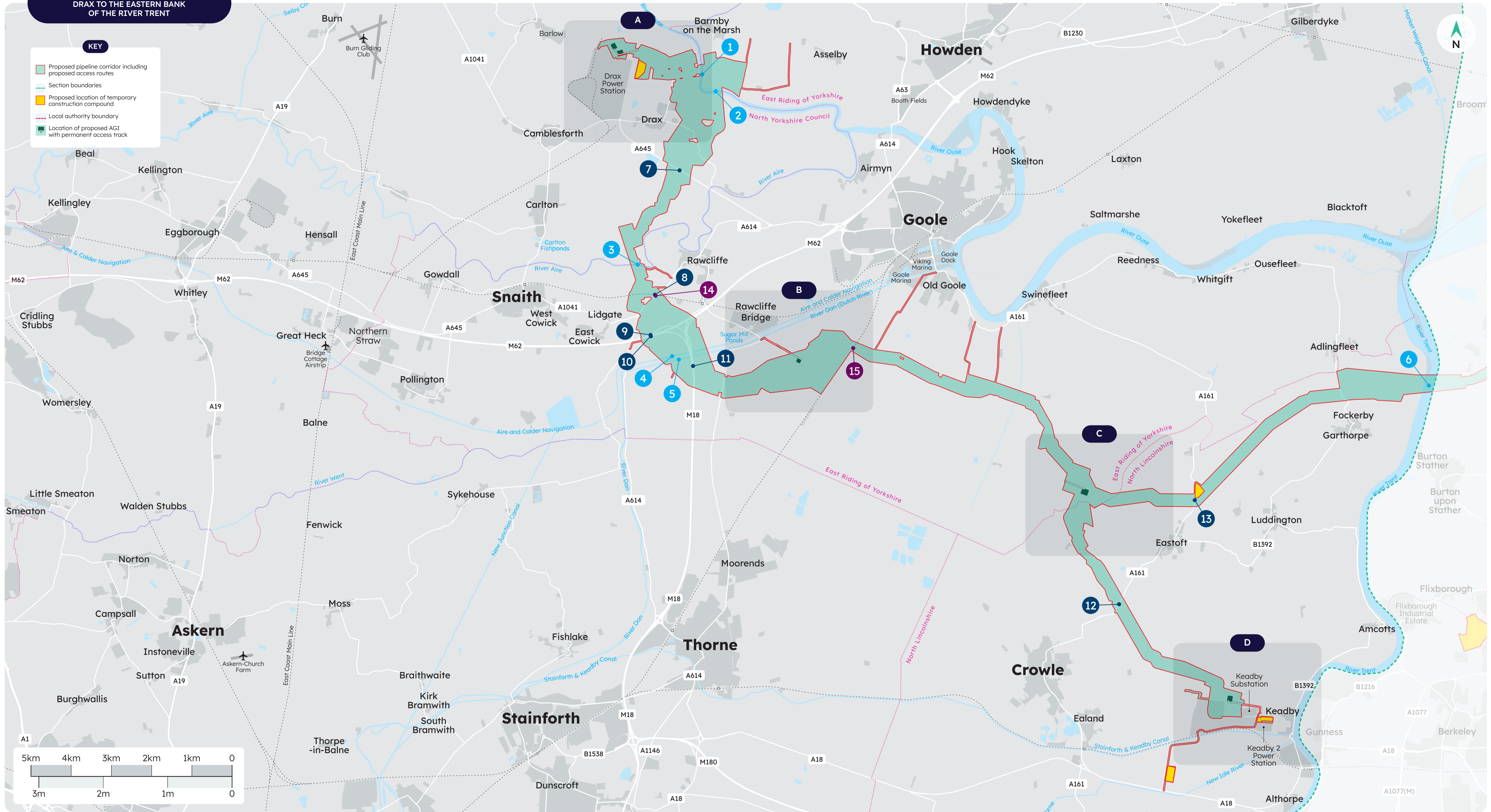
Join us at our in-person and online information events to meet the project team, find out more about our proposals, and provide your feedback. More information can be found on our website at www.nephccp.co.uk

Community events	Date	Time	Community events	Date	Time
West Halton Village Hall , Coleby Road, West Halton, Scunthorpe DN15 9AP	Tues 16 July	4-8pm	South Killingholme Community Centre , Moat Lane, South Killingholme, Immingham DN40 3EU	Thurs 25 July	4-8pm
Goxhill Memorial Hall , 65 Chapel Street, Goxhill, Barrow-upon-Humber DN19 7JJ	Weds 17 July	4-8pm	Wootton Village Hall , Swallow Lane, Wootton, Ulceby DN39 6SG	Sat 27 July	10am-2pm
Easington Community Hall , The Square, Easington, East Yorkshire HU12 0TU	Thurs 18 July	4-8pm	Crowle Community Hall , Woodland Avenue, Crowle, Scunthorpe DN17 4LL	Tues 30 July	4-8pm
Rawcliffe Village Hall , Station Road, Rawcliffe, Goole DN14 8QR	Sat 20 July	10am-2pm	Garthorpe Village Hall , Shore Road, Garthorpe, Scunthorpe, North Lincolnshire DN17 4AD	Weds 31 July	4-8pm
Drax Village Hall , 38 Castle Hill Lane, Drax, Selby YO8 8NP	Mon 22 July	4-8pm	Online webinar - register by going onto our website or emailing us	Tues 6 August	6-7pm
Paull Village Hall , 67 Main Street, Paull, Hull HU12 8AW	Weds 24 July	4-8pm			

SECTION 1
DRAX TO THE EASTERN BANK
OF THE RIVER TRENT

KEY

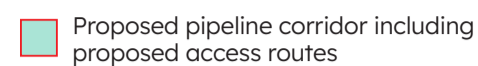


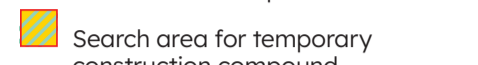
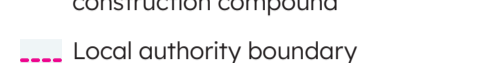
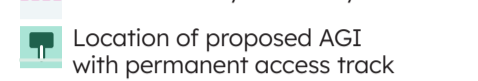
- Proposed pipeline corridor including proposed access routes
- Section boundaries
- Proposed location of temporary construction compound
- Local authority boundary
- Location of proposed AGI with permanent access track

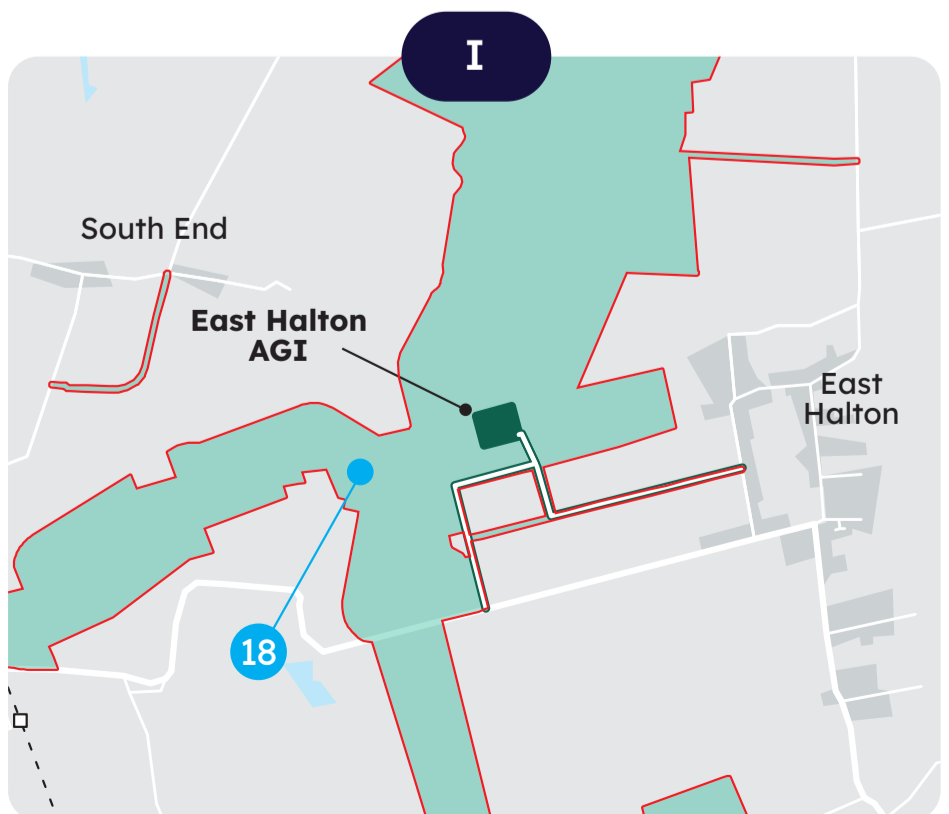
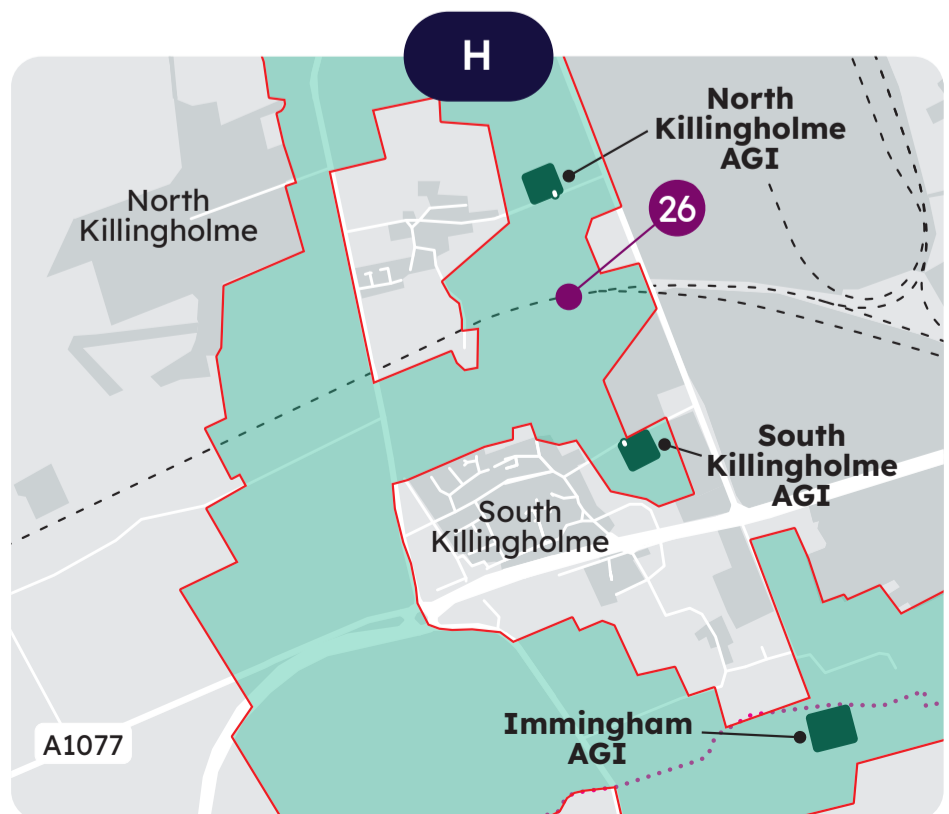
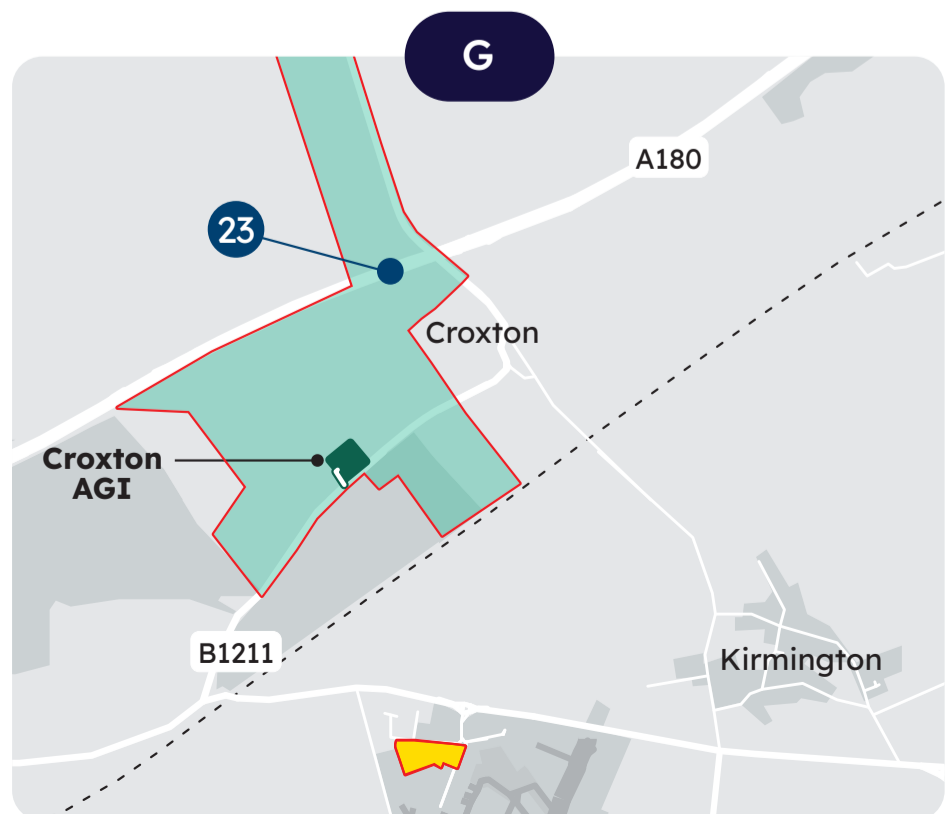
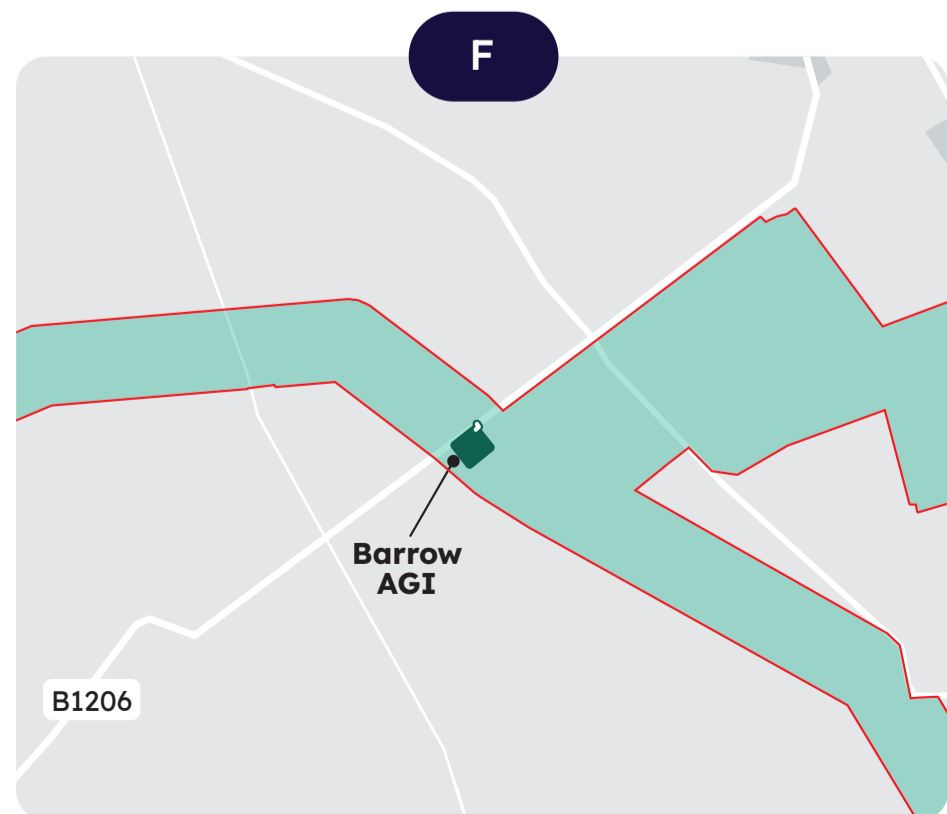
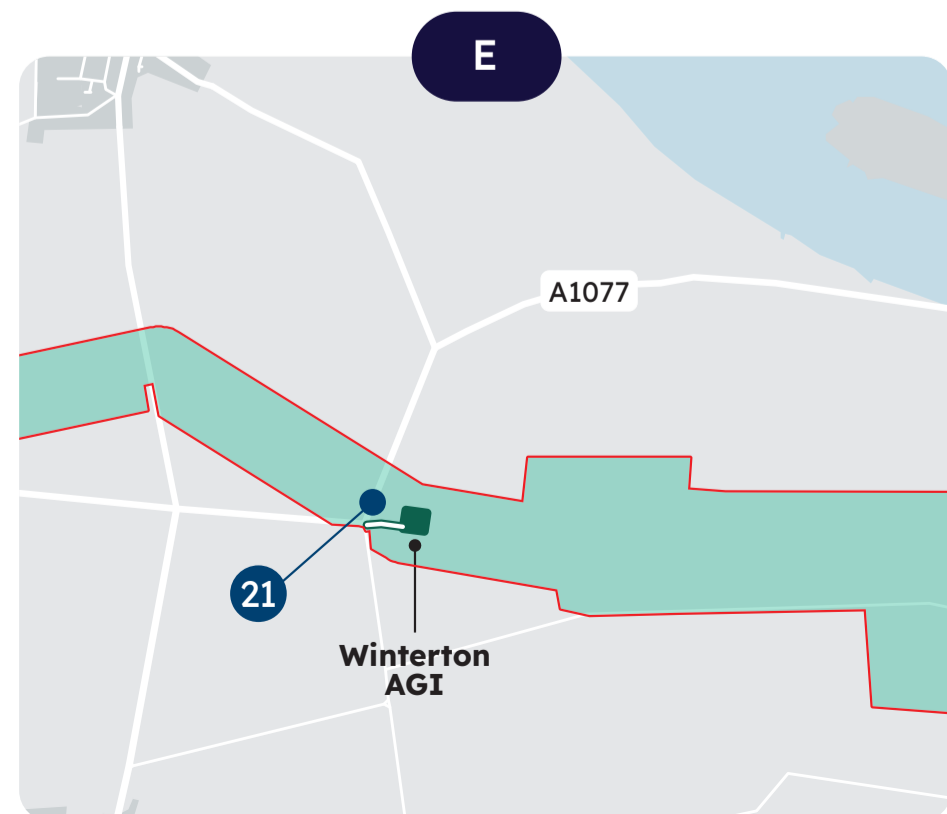













- PROPOSED TRENCHLESS CROSSINGS**
- 1 Watercourse - River Ouse
 - 2 Watercourse - Rusholme Reach
 - 3 Watercourse - River Aire
 - 4 Watercourse - Aire and Calder Navigation
 - 5 Watercourse - Dutch River
 - 6 Watercourse - River Trent
 - 7 Road - A645
 - 8 Road - A614
 - 9 Road - M62
 - 10 Road - M62
 - 11 Road - M18
 - 12 Road - A161
 - 13 Road - A161
 - 14 Railway
 - 15 Railway

SECTION 2
RIVER TRENT TO THE NORTHERN BANK
OF THE RIVER HUMBER

KEY

-  Proposed pipeline corridor including proposed access routes
-  Section boundaries
-  Proposed location of temporary construction compound
-  Search area for temporary construction compound
-  Local authority boundary
-  Location of proposed AGI with permanent access track



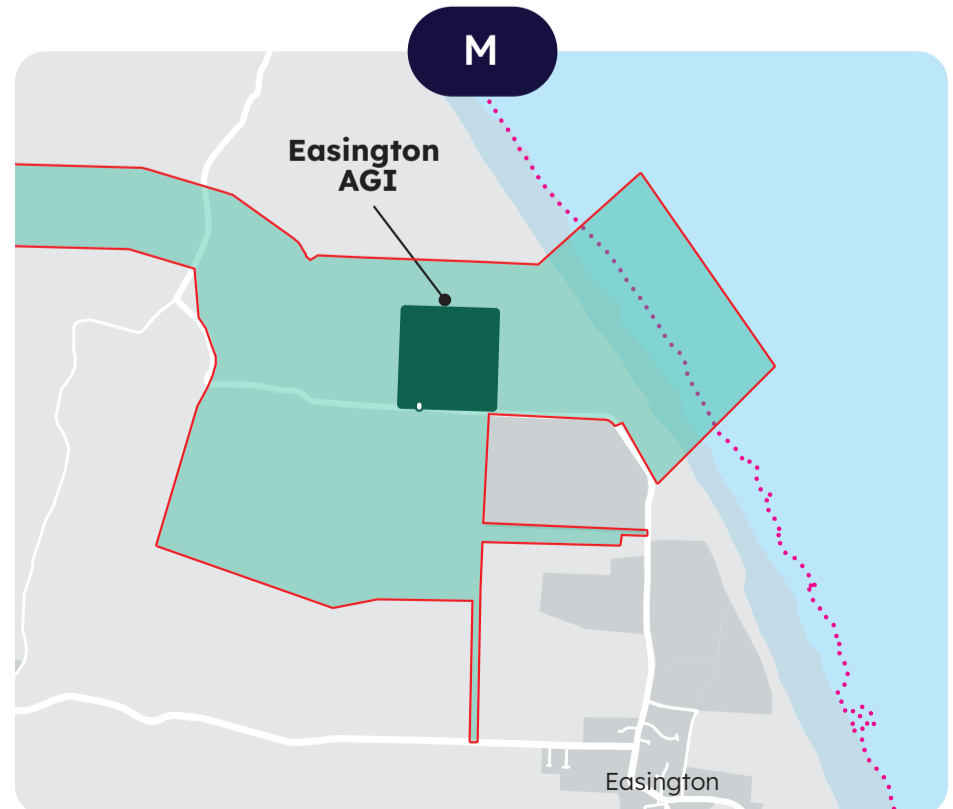
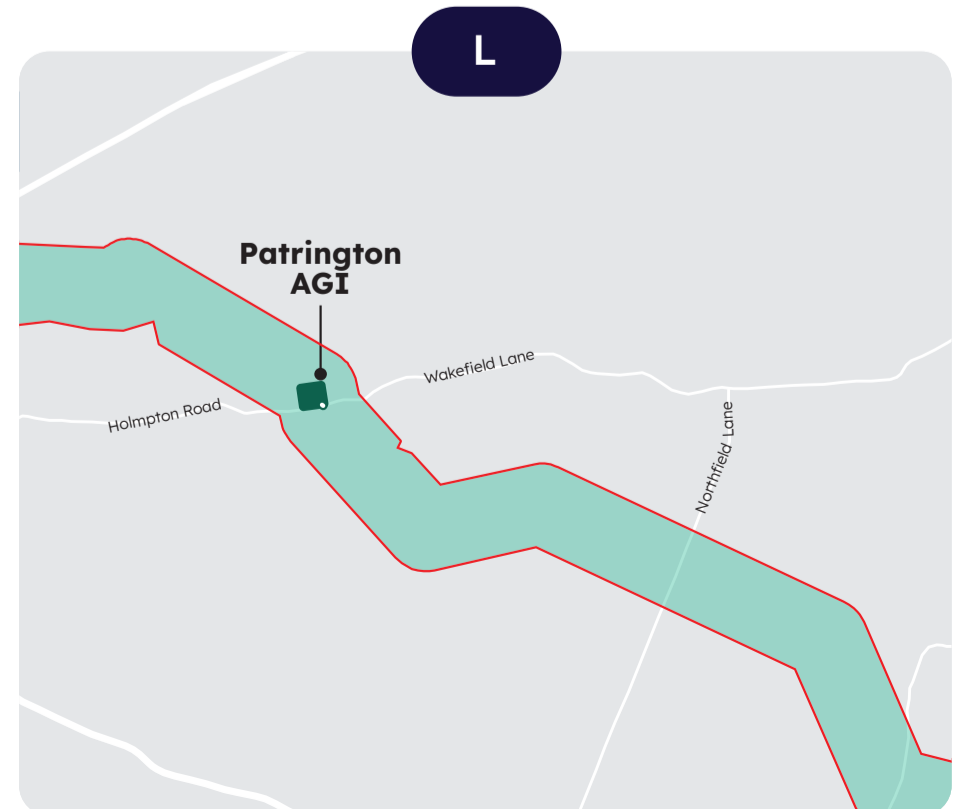
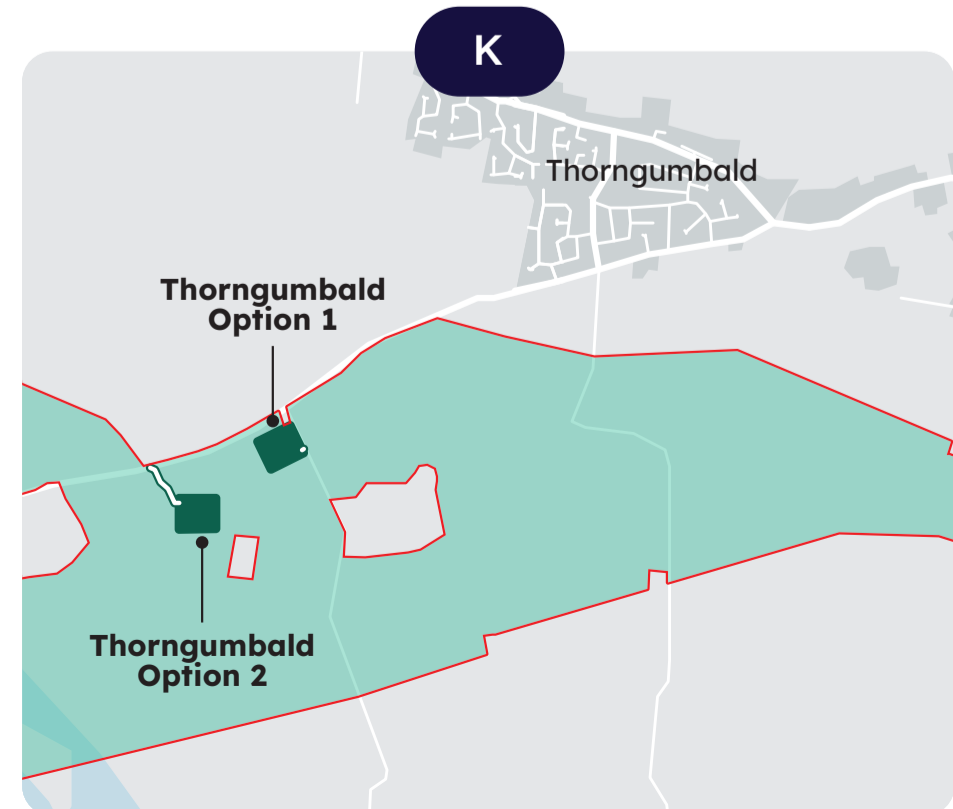
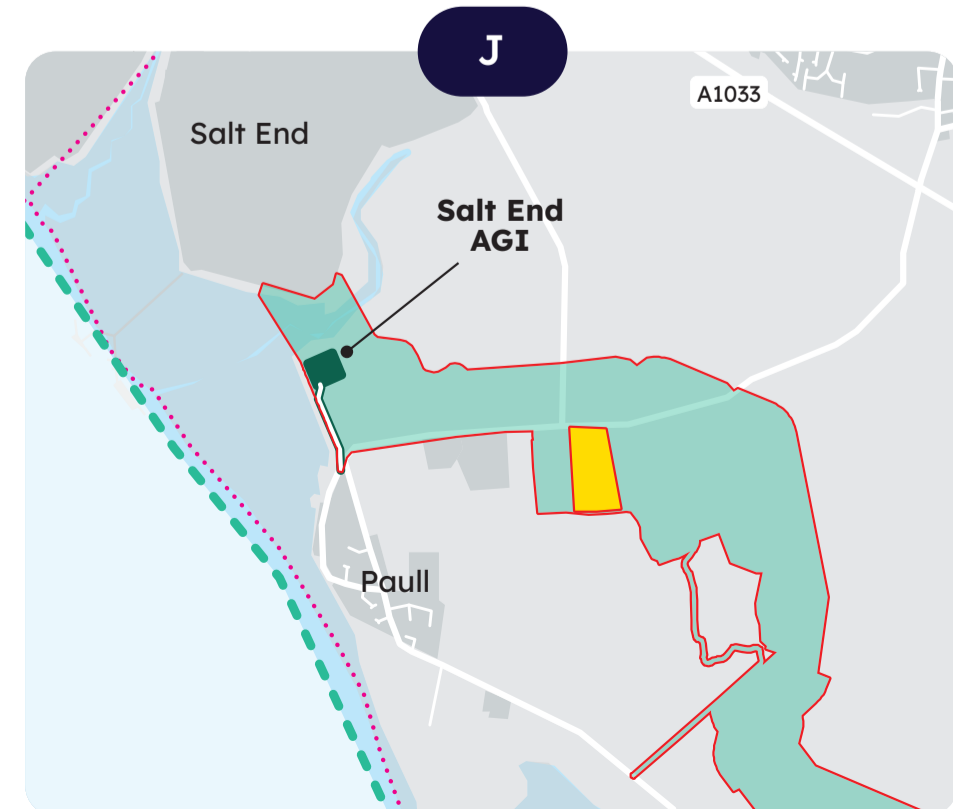
- PROPOSED TRENCHLESS CROSSINGS**
-  Watercourse - Halton Drain
 -  Watercourse - New River Ancholme
 -  Watercourse - East Halton Beck
 -  Watercourse - East Halton Beck
 -  Watercourse - River Humber
 -  Road - A1077
 -  Road - A15
 -  Road - A180
 -  Road - A1077
 -  Railway
 -  Railway

SECTION 3
NORTHERN BANK OF THE RIVER HUMBER
TO THE COAST NORTH OF EASINGTON



KEY

- Proposed pipeline corridor including proposed access routes
- Section boundaries
- Proposed location of temporary construction compound
- Local authority boundary
- Location of proposed AGI with permanent access track



PROPOSED TRENCHLESS CROSSINGS

- 27 Watercourse - Winestead Drain
- 28 Road - A1033
- 29 Road - A1033

Appendix C

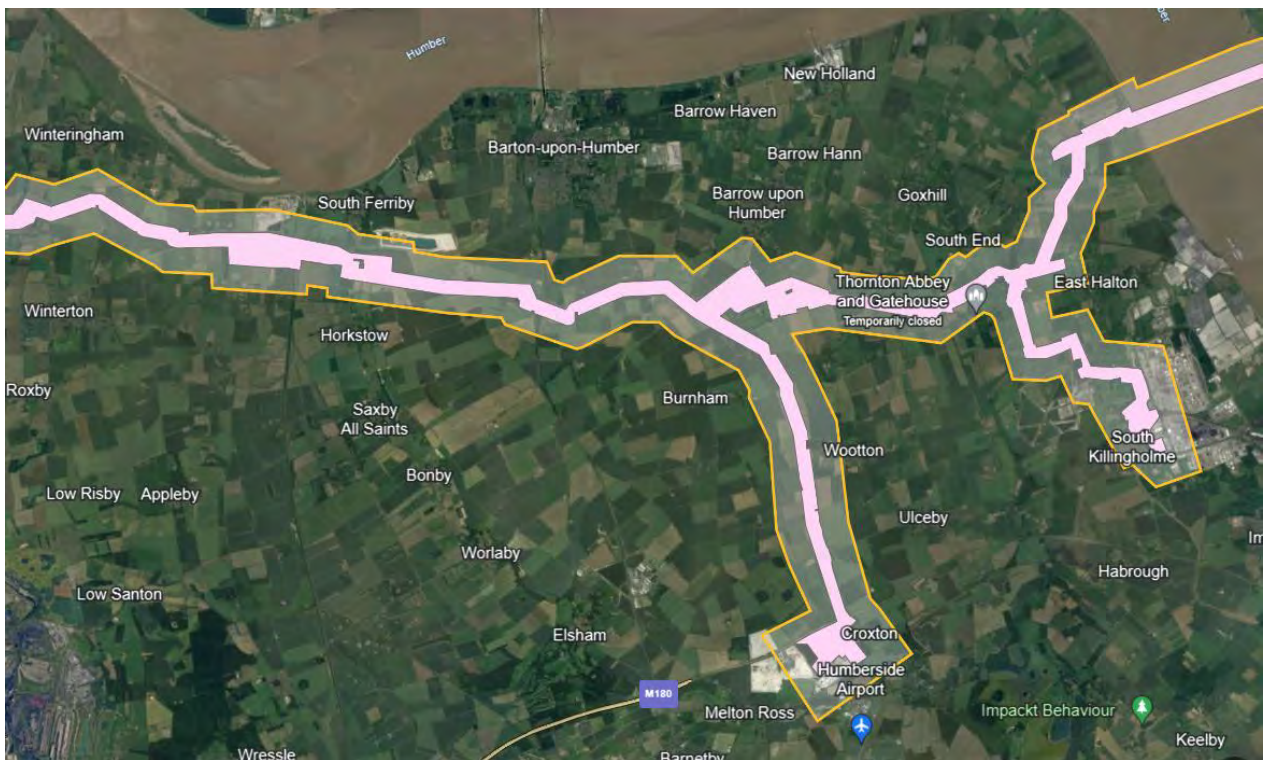
Consultation Zone

HCCP Non-Stat Consultation Zone

Section 1



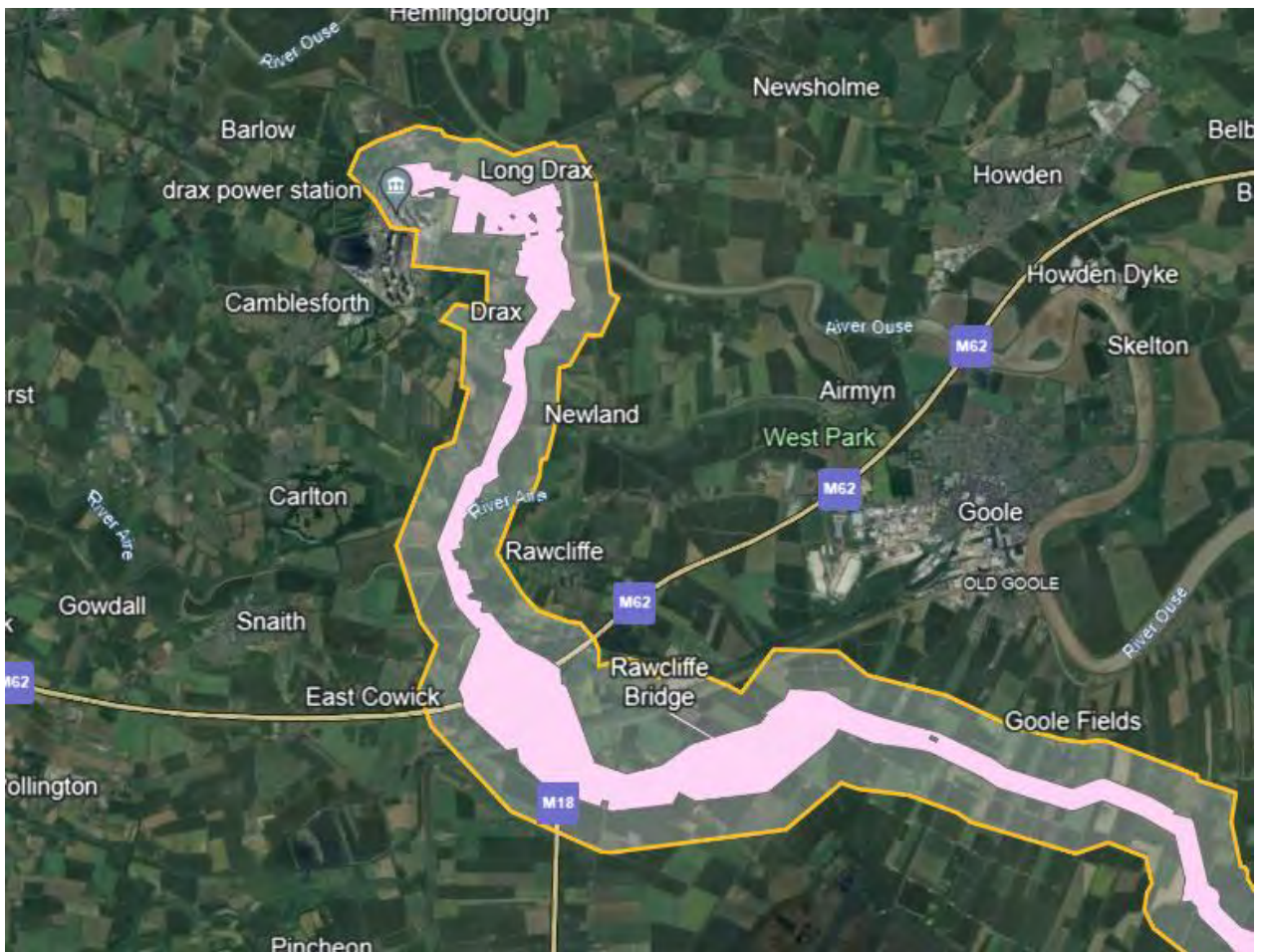
Section 2



Section 3



Section 4



Appendix D

List of Non-statutory Consultees

Stakeholder Group	Organisation
Local Authorities and Parish Councils	
Host local authority	East Riding of Yorkshire Council
	North Lincolnshire Council
	North Yorkshire County Council
	North East Lincolnshire Council
Bordering local authority	Lincolnshire County Council
	Doncaster Metropolitan District Council
	West Lindsey District Council
	East Lindsey District Council
	Hull City Council
	City of York Council
	Leeds City Council
	Wakefield Metropolitan District Council
	Bassetlaw District Council
	Nottinghamshire County Council
	Redcar and Cleveland Borough Council
	Middlesbrough Council
	Stockton-on-Tees Borough Council
	Darlington Borough Council
	Durham County Council
	Westmorland and Furness Council
	Lancashire County Council
	Norfolk County Council
	Cambridgeshire County Council
	Peterborough City Council
	Rutland County Council
	Leicestershire County Council
	North Northamptonshire Council
	City of Bradford Metropolitan District Council
	North York Moors National Park Authority
	Lancaster City Council
	Ribble Valley Borough Council
	Pendle Borough Council
	Yorkshire Dales National Park Authority
	West Yorkshire Combined Authority
	Sheffield City Council
	Barnsley Council
Rotherham Metropolitan Borough Council	
Relevant Parish Council	Airmyn Parish Council
	Alkborough and Walcot Parish Council
	Amcotts Parish Council
	Asselby Parish Council
	Barlow Parish Council
	Barmby on the Marsh Parish Council
	Barnetby Le Wold Parish Council
	Barrow Upon Humber Parish Council
	Barton upon Humber Town Council
	Bonby Parish Council
	Burstwick Parish Council
	Burton Pidsea Parish Council
	Burton upon Stather Parish Council
	Carlton Parish Council
	Crowle & Ealand Town Council
	Drax Parish Council
	Easington Parish Council
	East Halton Parish Council
	Eastoft Parish Council
	Elstronwick Parish Council
	Flixborough Parish Council
	Garthorpe and Fockerby Parish Council
	Goole Town Council
	Goole Fields Parish Council
	Goxhill Parish Council
	Halsham Parish Council
	Habrough Parish Council
	Hedon Town Council
	Hemingbrough Parish Council
	Hollym Parish Council
	Holmpton Parish Council
	Horkstow Parish Council
	Immingham Town Council
	Keadby with Althorpe Parish Council
	Keyingham Parish Council
	Kirmington and Croxton Parish Council
	Long Drax Parish Council
	Luddington and Haldenby Parish Council
	Melton Ross Parish Council
	Newland Parish Council
	North Killingholme Parish Council
	Ottringham Parish Council
Patington Parish Council	

	Paul Parish Council
	Preston Parish Council
	Rawcliffe Parish Council
	Reedness Parish Council
	Rimswell Parish Council
	Saxby All Saints Parish Council
	Skeffling Parish Council
	Snaith & Cowick Town Council
	South Ferriby Parish Council
	South Killingholme Parish Council
	Swinefleet Parish Council
	Thornumbald Parish Council
	Thornton Curtis Parish Council
	Twin Rivers Parish Council
	Ulceby Parish Council
	Welwick Parish Council
	West Halton and Coleby Parish Council
	Winteringham Parish Council
	Winterton Parish Council
	Wootton Parish Council
Statutory consultees	
The Health and Safety Executive	The Health and Safety Executive
	Yorkshire and North East Health and Safety Executive
Natural England	Natural England
The Historic Buildings and Monuments Commission for England	Historic England - North East & Yorkshire Regional office
	Historic England - Midlands
	Historic England
The Environment Agency	Environment Agency - Head Office
	Environment Agency
Homes England	Homes England
The Joint Nature Conservation Committee	The Joint Nature Conservation Committee - Peterborough Office
	The Joint Nature Conservation Committee
The Civil Aviation Authority	Civil Aviation Authority
	Humberside Airport
Licence Holder (Chapter 1 Of Part 1 Of Transport Act 2000)	NATS En-Route Safeguarding
Railways	Highways England Historical Railways Estate
	Network Rail Infrastructure Limited
The Office of Rail Regulation and approved operators	The Office of Road and Rail
	Network Rail - Eastern region
	Network Rail - Asset Protection Eastern
	Trans Pennine Express
	Northern
	Hull Trains
	East Midlands Railway (EMR)
	Grand Central
	CrossCountry
	DB Cargo (UK)
	Direct Rail Services Ltd (DRS)
	Freightliner Ltd
	GB Railfreight
The Canal & River Trust	The Canal & River Trust: Yorkshire & North East
	The Canal & River Trust
Trinity House	Trinity House
UK Health Security Agency	UK Health Security Agency
The Crown Estate Commissioners	The Crown Estate
	The Crown Estate (Yorkshire, Coastal Agent)
The Forestry Commission	The Forestry Commission
	The Forestry Commission - Yorkshire and North East Area
	The Forestry Commission - North Yorkshire
	The Forestry Commission - North Lincolnshire, North East Lincolnshire, South Yorkshire, York and Southern North Yorkshire
	The Forestry Commission - East Riding of Yorkshire, Hull, Scarborough, Ryedale
	The Forestry Commission - East and East Midlands Area
	The Forestry Commission - Lincolnshire (City of Lincoln, North Kesteven, Boston, East Lindsey, West Lindsey)
The relevant Fire and Rescue Authority	Humberside Fire & Rescue Service
	North Yorkshire Fire & Rescue Service
	Lincolnshire Fire & Rescue Service
The relevant Police and Crime Commissioner	Humberside Police & Crime Commissioner
	North Yorkshire Police, Fire and Crime Commissioner
	Lincolnshire Police and Crime Commissioner
The relevant internal drainage board	South Holderness IDB
	Scunthorpe and Gainsborough Water Management Board
	Doncaster East IDB
	Rawcliffe IDB
	Selby Area IDB
	Goole and Airmyn IDB
	Thorntree IDB
	Black Drain Drainage Board
	Cowick & Snaith IDB
	Dempster IDB
	Shire Group of Internal Drainage Boards
	Goole Fields District Drainage Board

	Reedness and Swinefleet Drainage Board
	Isle of Axholme & North Nottinghamshire Water Level Management Board
	Ancholme IDB
	North East Lindsey Drainage Board
	Ouse and Derwent Internal Drainage Board
The National Health Service Commissioning Board	NHS England
The relevant Clinical Commissioning Group	NHS Lincolnshire CCG
	NHS North Lincolnshire CCG
	NHS East Riding of Yorkshire CCG
	NHS Hull CCG
	NHS Vale of York CCG
	NHS Lincolnshire Integrated Care Board
The relevant strategic Highways Company	National Highways
The relevant Highways Authority	East Riding of Yorkshire Council
	North Lincolnshire Council
	North Yorkshire County Council
	Lincolnshire County Council
	Lincolnshire Highways
The Coal Authority	The Coal Authority (Mansfield)
The Secretary of State for Energy Security and Net Zero	The Secretary of State for Energy Security
The Secretary of State for Defence	The Secretary of State for Defence
Ministry of Defence	Ministry of Defence
The relevant NHS Trust	NHS England Yorkshire and Humber
	Humber Teaching NHS Foundation Trust
	East Midlands Ambulance Service
	Yorkshire Ambulance Service
Universal Service Provider	Royal Mail
The relevant water and sewage undertaker	Yorkshire Water
	Anglian Water
	Severn Trent
The relevant public gas transporter	Cadent Gas Ltd
	ESP Pipelines Ltd
	Last Mile Gas Ltd
	Energy Assets Pipelines Limited
	ESP Networks Ltd
	E.S. Pipelines Ltd
	ESP Connections Ltd
	Fulcrum Pipelines Limited
	Harlaxton Gas Networks Limited
	GTC Pipelines Limited
	Independent Pipelines Limited
	Indigo Pipelines Limited
	Murphy Gas Networks Limited
	Quadrant Pipelines Limited
	Squire Energy Limited
	Leep Gas Networks Limited
	National Grid Gas PLC
	Northern Gas Networks Limited
	Scotland Gas Networks plc
	Wales & West Utilities
Southern Gas Networks Plc	
The relevant electricity generator with CPO Powers	Killingholme Power Station - Uniper UK Limited
	C.Gen Killingholme Limited
	UK Power Distribution Ltd
	Murphy Power Distribution
	Last Mile Electricity Ltd
	Indigo Power Limited
	Harlaxton Energy Networks Limited
	Fulcrum Electricity Assets Limited
	ESP Electricity Limited
	Energy Assets Networks Limited
	Eclipse Power Networks Limited
	SSE Plc
Marine Management Organisation	Marine Management Organisation
Secretary of State for Transport	Department for Transport
The Office for Nuclear Regulation	The Office for Nuclear Regulation
Dock or Harbour Authority	Bridlington Harbour
	Port of Goole
	Port of Hull
	Port of Immingham
The Commission for Architecture and the Built Environment	The Design Council
The Gas and Electricity Markets Authority	The Gas and Electricity Markets Authority
AONB Conservation Board	Lincolnshire Wolds AONB
Electricity transmission companies	Westernmost Rough Limited
	TC Westernmost Rough OFTO Limited
	Diamond Transmission Partners Hornsea One Limited
	EDF Trading Limited
	Humber Gateway OFTO Limited
Community groups and organisations	
	East Riding of Yorkshire Senior Coastal Engineer
	East Riding Joint Local Access Forum

Local Groups	East Riding of Yorkshire Rural Partnership
	Bridlington Harbour Commissioners
	UK Chamber of Shipping
	British Marine Federation
	British Ports Association
	CPRE East Riding
	Conference of Peripheral Maritime Regions
	Fishing Liaison with Offshore Wind and West Renewables Group
	Green Port Hull
	Hull Marine Office
	Hull and Goole Port Health Authority
	Institute of Estuarine and Coastal Studies
	National Federation of Fishermen's Organisations
	National Trust
	NAVAREA One Coordinator
	North East Coastal Group
	North Eastern Inshore Fisheries and Conservation Authority
	North Sea Commission
	North Sea Offshore Authorities Forum
	Offshore Pollution Liability Association
	North Sea Transition Authority
	RSPB - East Yorkshire Local Group
	RSPB Northern England
	Sea Fish Industry Authority
	Smart Wind Limited
	Humber Marine and Renewables
	UK Major Ports Group
	Visit Hull
	East Riding FA
	Kelsey Gardens
	PB Lakes
	Totleys equestrian Centre
	Grimsby and Cleethorpes Yacht Club
Humber Yawl Club	
Age UK Hull	
Wildlife Trusts	Lincolnshire Wildlife Trust
	Yorkshire Wildlife Trust
Potential advocates	Humber LEP
	Hull and East Yorkshire LEP
	Hull and Humber Chamber of Commerce, Industry & Shipping
	Greater Lincolnshire LEP
	Lincolnshire Chamber of Commerce
	CATCH UK
	Humber Industrial Cluster Plan
	Future Humber
Schools	South Hunsley School and Sixth Form College
	Demeter House Upper School
	Tranby School
	The Read School
	Holderness Academy & Sixth College
	Goole Academy
	Consortium Academy Trust
	The Axholme Academy
	Withernsea High School
	Winterton Community Academy
	Baysgarth School
	The Grimsby Institute
	Outwood Academy Foxhills
	The St Lawrence Academy
	Frederick Gough School
	St. Bede's Catholic Voluntary Academy
	Sir John Nelthorpe School
	Brigg Sixth Form
	Oasis Academy Immingham
	Melior Community Academy
Council youth groups	Youth Work Unit – Yorkshire and the Humber CIO
	East Riding Young Farmers
	Barnardos
	Humber Youth Action Group
	Youth Voice Yorkshire & Humber
	The Youth Association
	New Life Support
	British Youth Council (Yorkshire and Humber)
	North Yorkshire Youth
	TYLER - The Young Leaders of East Riding
	Targeted Youth Support - Hull City Council
	Lincolnshire Youth Council
	North Lincolnshire Youth Council and Young Voice
Other youth groups	Council For Disabled Children
	Kids Yorkshire and The Humber
	University of York
	York St. John University

Universities	University of Hull
	University of Lincoln
	University of Sheffield
Colleges	Hull College
	Engineering UTC Northern Lincolnshire
	John Leggott College
	North Lindsey College
	University Campus North Lincolnshire (UCNL)
The Equality and Human Rights Commission	The Equality and Human Rights Commission
Resilience forums	Humber Local Resilience Forum
	North Yorkshire Local Resilience Forum
	South Yorkshire Local Resilience Forum
Nature Partnerships	Humber Nature Partnership
	Yorkshire Marine Nature Partnership
Network provider	Vodafone Limited
Toll Roads	Humber Bridge Board
Other Parish Councils	Aldbrough Parish Council
	Alkborough and Walcot Parish Council
	Amcotts Parish Council
	Appleby Parish Council
	Bilton Parish Council
	Owmbly Spital Parish Council
	Bonby Parish Council
	Burton Upon Stather Parish Council
	East Garton Parish Council
	Elsham Parish Council
	Flixborough Parish Council
	Garthorpe and Fockerby Parish Council
	Goole Town Council
	Humbleton Parish Council
	Luddington & Haldenby Parish Council
	Melton Ross Parish Council
	Roos Parish Council
	Roxby-cum-Risby Parish Council
	Saxby All Saints Parish Council
	Sproatley Parish Council
	Sunk Island Parish Council
	Twin Rivers Parish Council
	West Halton and Coleby Parish Council
	Winterton Town Council
	Winteringham Parish Council
	Worlaby Parish Council
	Wrawby Parish Council
Bus companies	East Yorkshire Buses
	Hornsby
	Arrivabus
Residents' Associations	North Lincolnshire Residents' Panel
Volunteer groups	Selby Advice
	East Riding Voluntary Action Services
	North Lincolnshire Alliance Volunteer Hub
Churches	The Parish Church of Saint Peter and Saint Paul Drax
	St John's Goole
	The Parish Church of Saint John The Evangelist, Brigg
	St Nicholas Church
	All Saints, Winterton
Ethnicity groups	Path Yorkshire
	Levelling the Playing Field
	Hull Ethnic Minorities Community Centre
	Solace
	Open Door North East
	Humber All Nations Alliance
East Riding of Yorkshire Council – Gypsy & Traveller Service	
LGBT groups	Stonewall Yorkshire and Humber
	Pride in Hull
	Hull and East Riding LGBTQIA+ Forum
	TPSG Hull
	Trans Active
	Learnest
Trans Youth Hull	
Religious groups	Hindu Cultural Society
	Hull Hebrew Congregation
	Grimsby Central Mosque
	Ahmediyya Muslim Community UK
Health groups	Humber, Coast and Vale Health and Care Partnership
	Northern Lincolnshire and Goole NHS Foundation Trust
	Associated British Ports
	British Steel
	BP
	Centrica
	Drax
	Equinor
	Ineos Acetyls

	Mitsubishi Power
	PX
	SSE Thermal
	Triton Power
	Uniper
	University of Sheffield
	Velocys
	Fusion Yorkshire
	Expansion of offshore blade factory in Hull
	Humber Zero
	Prax Lindsey Oil Refinery Carbon Capture Project
	Solar 21
	VPI Humber Zero
	Viking Carbon Capture Storage
	Able UK Humber Port
	North Lincolnshire Green Energy Park
	Dogger Bank South
	Keadby 3
	ZerCal 250
	H2H Saltend
	DRAX Bioenergy with Carbon Capture and Storage
	Humber Hub Blue Hydrogen Project
	Altao Immingham
	Saint-Gobain Glass Carbon Capture Project (SGGCCP)
	North Killingholme Power Station
	Singleton Birch
Project partners	
Authority	Role
Councillors	
	Leader of the Council
	Deputy Leader of the Council
	Cabinet member for housing and infrastructure
	Cabinet member for environment and transport
	Cabinet member for planning, communities, and public protection
	Member for South West Holderness ward
	Member for South West Holderness ward
	Member for South West Holderness ward
	Member for Mid Holderness Ward
	Member for Mid Holderness Ward
	Member for Mid Holderness Ward
	Member for South East Holderness Ward
	Member for South East Holderness Ward
	Member for South East Holderness Ward
	Member for Howden Ward
	Member for Snaith, Airmyn, Rawcliffe and Marshland Ward
	Member for Snaith, Airmyn, Rawcliffe and Marshland Ward
East Riding of Yorkshire Council	
	Leader of the Council, Cabinet Member for Place Shaping, Steel and Heavy Industry, and Member for Brigg and Wolds Ward
	Deputy Leader, Cabinet Member for Adults, Health, Families and Communities, and Member for Ferry Ward
	Cabinet Member for Environment & Strategy, and Member for Axholme South Ward
	Cabinet Member for Environmental Operations, and Member for Messingham Ward
	Cabinet Member for Connectivity, and Member for Axholme Central Ward
	Cabinet Member for Investment, Outcomes and Governance, and Member for Burton upon Stather and Winterton Ward
	Member for Ferry ward
	Member for Ferry ward
	Member for Ferry ward
	Member for Axholme North Ward
	Member for Axholme North Ward
	Member for Barton Ward
	Member for Barton Ward
	Member for Barton Ward
	Member for Brigg and Wolds
	Member for Brigg and Wolds
	Member for Brigg and Wolds
	Member for Burton upon Stather and Winterton Ward
	Member for Burton upon Stather and Winterton Ward
	Member for Burton upon Stather and Winterton Ward
North Lincolnshire Council	
	Leader of the Council, and Cabinet Member for Economy, Net Zero, Skills and Housing
	Deputy Leader, and Cabinet Member for Health, Wellbeing and Adult Social Care
	Cabinet Member for Environment and Transport, and Member for Immingham Ward
	Member for Immingham Ward
	Member for Immingham Ward
	Member for Immingham Ward
North East Lincolnshire Council	
	Leader of the Council
	Deputy Leader, and Executive Member for Finance and Resources
	Executive Member for Corporate Services
	Executive Member for Open to Business
	Executive Member for Managing our Environment
	Member for Brayton and Barlow Division
	Member for Cablesforth & Carlton Division
	Member for Derwent Valley & Moor division
North Yorkshire Council	
	Leader of the Council

Lincolnshire County Council	Deputy Leader
	Executive Member for Economic Development, Environment and Planning
	Executive Member for Highways, Transport and IT
	Member for North Wolds Division
West Lindsey District Council	Leader of the Council
	Deputy Leader
	Member for Kelsey Wold Ward
Relevant Secretary of States / Ministers	Secretary of State for Energy Security and Net Zero
	Secretary of State for Environment, Food and Rural Affairs
	Secretary of State for Levelling Up, Housing and Communities
	Secretary of State for Science, Innovation and Technology
	Secretary of State for Business and Trade
Local House of Commons Members of Parliament (MPs)	MP for Beverley and Holderness
	MP for Great Grimsby and Cleethorpes
	MP for Brigg and Immingham
	MP for Gainsborough
	MP for Scunthorpe
	MP for Doncaster East and the Isle of Axholme
	MP for Goole and Pocklington
MP for Selby	

Appendix E

Consultation Launch Press Release

News Release

Northern Endurance Partnership launches public consultation on carbon transportation pipeline project to support decarbonisation of the Humber region

- The Humber Carbon Capture Pipeline is an important part of the Northern Endurance Partnership's end-to-end carbon dioxide transportation and storage infrastructure network, which enables the East Coast Cluster.
- HCCP crucial to achieving net zero in the Humber – the UK's most carbon intensive industrial region.
- Consultation to run from 9 July 2024 until 20 August 2024

Net Zero North Sea Storage Limited (NZNSS) via its Northern Endurance Partnership (NEP) project, has today launched a public consultation on the Humber Carbon Capture Pipeline (HCCP), a proposed onshore infrastructure project that would transport carbon dioxide, captured from East Coast Cluster (ECC) carbon capture projects in the Humber region, to secure offshore storage under the North Sea.

The proposed Humber Carbon Capture Pipeline is an important part of the Northern Endurance Partnership's (NEP) end-to-end carbon dioxide transportation and storage infrastructure network, which enables the ECC Carbon Capture, Usage, and Storage (CCUS) cluster.

The HCCP has a vital role to play in the decarbonisation of the Humber industrial cluster, and 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, the HCCP and the ECC could also help to protect existing jobs and create and support thousands of new jobs across Teesside and the Humber.

The HCCP is a proposed onshore pipeline, the vast majority of which is underground, and would begin in Drax in North Yorkshire and run to the coast north of Easington in the East Riding of Yorkshire, via north Lincolnshire.

Running from 9 July until 20 August 2024, the consultation offers communities living and working in the Humber region the opportunity to see and comment on emerging proposals. As part of the consultation, the project team will share maps showing the proposed pipeline corridor and early details of how the pipeline, and its associated infrastructure, might be built.

Local communities are encouraged to give feedback in person at events (details below), online at www.nephccp.co.uk or via email at info@nephccp.co.uk

The HCCP is a Nationally Significant Infrastructure Project (NSIP) under the Planning Act 2008 and will require a Development Consent Order (DCO). The project team will review the feedback following this early-stage consultation and will consider this in further development of the design.

There will then be another round of consultation before the project applies for a DCO. The application for the DCO will be submitted to the Planning Inspectorate and the final decision will be made by the relevant Secretary of State on behalf of the Government.

Chris Daykin, General Manager, Northern Endurance Partnership, said: "The Northern Endurance Partnership's Humber Carbon Capture Pipeline is vital to the decarbonisation of the Humber and supports UK net zero ambitions. As the project develops it will bring significant economic benefits to the local area, including jobs, as it transforms into a globally competitive climate-friendly hub. I encourage the communities living and working around the Humber region to engage with the consultation to understand our plans and the benefits they can bring."

Venue	Date
West Halton Village Hall	Tuesday 16 July, 4-8pm

08 July 2024

Goxhill Memorial Hall	Wednesday 17 July, 4-8pm
Easington Community Hall	Thursday 18 July, 4-8pm
Rawcliffe Village Hall	Saturday 20 July, 10am-2pm
Drax Village Hall	Monday 22 July, 4-8pm
Paull Village Hall	Wednesday 24 July, 4-8pm
South Killingholme Community Centre	Thursday 25 July, 4-8pm
Wootton Village Hall	Saturday 27 July, 10am-2pm
Crowle Community Hall	Tuesday 30 July, 4-8pm
Garthorpe Village Hall	Wednesday 31 July, 4-8pm
Online webinar	Tuesday 6 August, 6-7pm

-ENDS-

Notes to editors:

About the Northern Endurance Partnership

Net Zero North Sea Storage Limited via its Northern Endurance Partnership (NEP) project will be the carbon dioxide transportation and storage infrastructure provider for the East Coast Cluster.

Net Zero North Sea Storage Limited (NEP) is progressing the engineering design of the Humber Carbon Capture Pipeline, a proposed onshore infrastructure project that would transport carbon dioxide, captured from carbon capture projects in the Humber region, to secure offshore storage under the North Sea.

NEP shareholders - bp, Equinor and TotalEnergies – together have significant experience successfully delivering ambitious and world changing projects.

The NEP hold a storage licence for the Endurance Store, and three expansion store licenses – giving access to a total of up to 6 stores. Endurance – the largest saline aquifer in the southern North Sea – has capacity to store around 450m tonnes of CO₂. With potential expansion stores the NEP's potential storage capacity is around 1 billion tonnes.

The NEP aims to capture and store an average of 23mtpa by 2035.

About the East Coast Cluster

The East Coast Cluster is one of the UK's first two carbon capture, usage and storage (CCUS) clusters to be taken forward by the UK government as a Track-1 cluster. It offers the potential to help decarbonize two of the UK's biggest carbon emitting regions – Teesside and the Humber – and could remove nearly 50% of total UK industrial cluster CO₂ emissions.

The ECC will be enabled by the Northern Endurance Partnership (NEP), the CO₂ transportation and storage company developing the common infrastructure needed to transport CO₂ from carbon capture projects across the Humber and Teesside to secure offshore storage under the North Sea.

By enabling the decarbonisation of a wide range of existing and proposed carbon capture projects, the Humber Carbon Capture Pipeline and the East Coast Cluster could help to protect thousands of existing jobs and create and support an average of 25,000 new jobs across Teesside and the Humber from 2030 (*NEP: Economic Assessment, Vivid Report, 5 July 2021*).

Find out more about the ECC visit <https://eastcoastcluster.co.uk/>

-ENDS-

NEP undertakes no obligation to update any of the information contained in this release, which speaks only as at the date of this release, unless required by law or regulation.

Appendix F

Event Photos



VILLAGE HALL

RANCLIFFE VILLAGE HALL
For enquiries please call 07707 847193
or email rancliffevillagehall@btinternet.com

← **ENTRANCE**

Community Event Here today



VILLAGE HALL
1928 - 1999

RAWCLIFFE VILLAGE HALL
For enquiries please call 077107 847823
or email rawcliffevillagehall@gmail.com

← **ENTRANCE**

PARKING SPACE
FOR HALL PATRONS
ACTION WILL BE
TAKEN AGAINST
OFFENDERS

RAWCLIFFE VILLAGE HALL
Notice board with various community notices and posters.

Notice board with various community notices and posters.

Notice board with various community notices and posters.

NE
Community
Event
Here today





Construction

Environment considerations

What is carbon capture and storage (CCUS)?

Welcome

Informational displays on tables with blue chairs

Informational display with a map

Informational display with a diagram

Informational display with a diagram

Informational display with a diagram

Informational display with a diagram

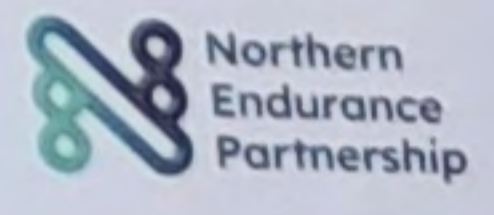
Informational display with a diagram

Informational display with a diagram

Informational display with a diagram

Informational display with a diagram

EAST COAST CLUSTER



Humber
Carbon Capture
Pipeline

**Community Event
Here today**



EAST COAST CLUSTER



Humber
Carbon Capture
Pipeline

**This event is open
10am-2pm**

EAST COAST CLUSTER



Humber
Carbon Capture
Pipeline

**Please respect
our staff**



Construction

North East Quincy
Northern Enterprise Partnership

With a focus on the construction industry, this programme is designed to provide a comprehensive overview of the sector, including the latest trends and challenges. It will cover a range of topics, from the current state of the industry to the future of construction. The programme is aimed at anyone interested in the construction industry, whether you are a professional or a student.

What you will learn:

- The current state of the construction industry
- The latest trends and challenges in the sector
- The future of construction

Who should attend:

- Anyone interested in the construction industry
- Professionals in the sector
- Students

Programme Structure:

- 10:00 - 10:30 Registration
- 10:30 - 11:00 Welcome and Introduction
- 11:00 - 11:30 The Current State of the Industry
- 11:30 - 12:00 Latest Trends and Challenges
- 12:00 - 12:30 Lunch
- 12:30 - 13:00 The Future of Construction
- 13:00 - 13:30 Q&A
- 13:30 - 14:00 Closing Remarks

Book your place today!



How do I give feedback?

North East Quincy
Northern Enterprise Partnership

We are looking for your feedback on the success of our recent 'Meet & Greet' event. We want to know what you liked, what you didn't like, and what we can do to improve. Your feedback is important to us and will help us to provide a better service in the future.

How to give feedback:

- Complete the feedback form
- Email it to feedback@neq.co.uk
- Or call us on 0191 276 1000

What you will learn:

- How to give feedback
- Why your feedback is important
- How we will use your feedback

Who should attend:

- Anyone who attended the 'Meet & Greet' event

Programme Structure:

- 10:00 - 10:30 Registration
- 10:30 - 11:00 Welcome and Introduction
- 11:00 - 11:30 How to Give Feedback
- 11:30 - 12:00 Why Your Feedback is Important
- 12:00 - 12:30 Lunch
- 12:30 - 13:00 How We Will Use Your Feedback
- 13:00 - 13:30 Q&A
- 13:30 - 14:00 Closing Remarks

Book your place today!





Environmental considerations

Pipeline route

What are we consulting on?

What is proposed?

What is carbon capture, usage and storage (CCUS)?

Welcome



No smoking
No mobile phones



How do I give feedback?

Construction

Enhancement of construction

Energy use

Energy use

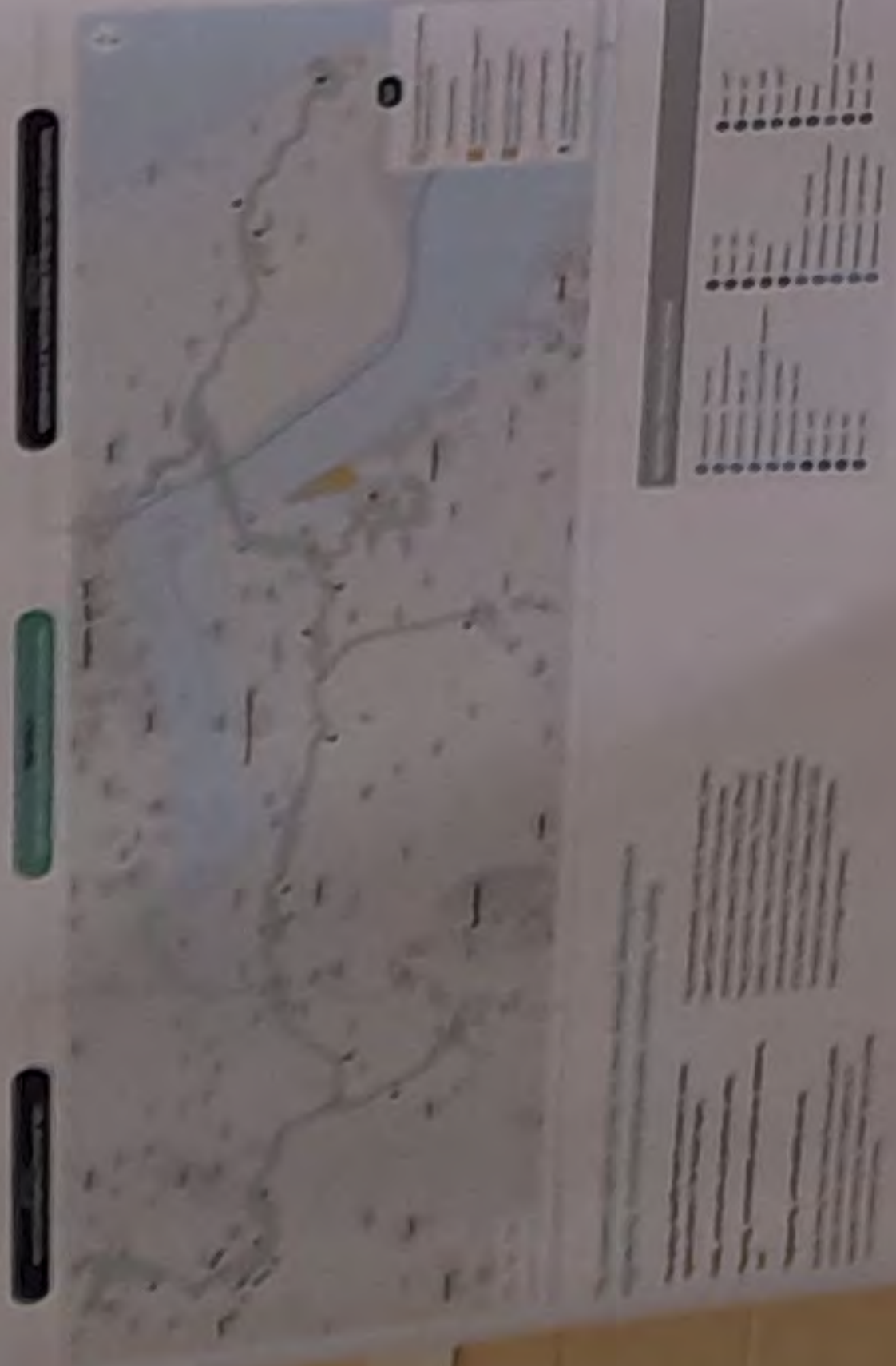
Energy use

Energy use

No smoking
No ball games

What are we consulting on?

Pipeline route



Environmental considerations

An Environmental Impact Assessment (EIA) will be undertaken to understand and identify the likely significant effects during the construction, operation and decommissioning phases.

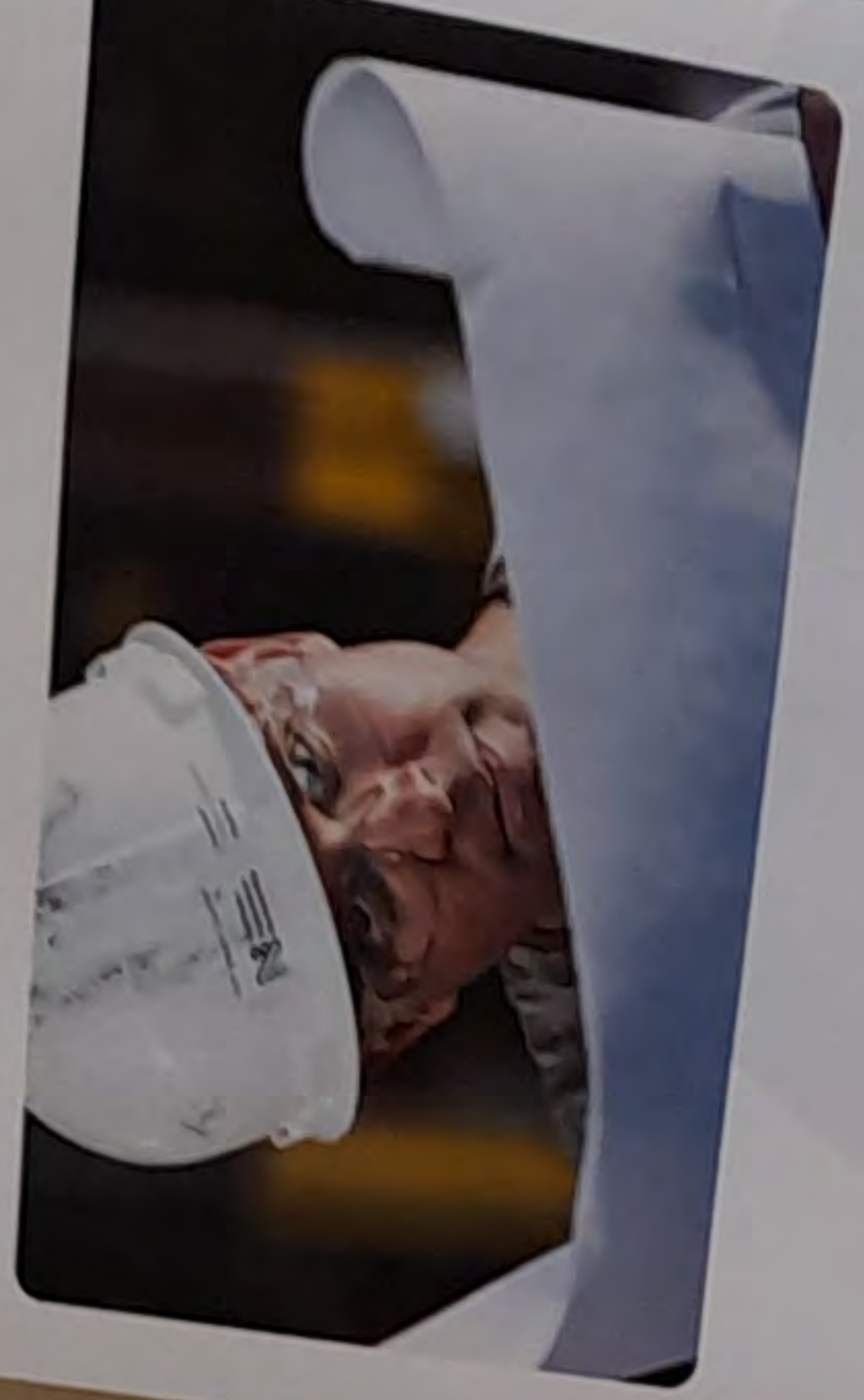


Construction

We will work closely with the local community and other stakeholders throughout the planning and construction process.

How is an onshore underground (AOS) built?
The majority of the pipeline would be constructed underground. This means that the pipeline would be built using the pipeline's own weight and the surrounding soil. This is a common method for pipeline construction. There are several reasons why this method is preferred. It is typically a more cost-effective and less disruptive method than above-ground construction. It also allows for the pipeline to be installed in areas where above-ground construction would be difficult or impossible.

Temporary construction compounds
Temporary construction compounds would be required for the construction of the pipeline. These compounds are used to store materials, equipment, and vehicles. They are typically located near the construction site and are used for a limited period of time. The compounds are designed to be as unobtrusive as possible and to minimize the impact on the surrounding environment.



EAST COAST CLUSTER
Northern
Endurance
Partnership

Humber
Carbon Capture
Pipeline



EAST COAST CLUSTER
Northern Endurance Partnership
 Hunter Endurance Pipeline

Construction


We will work closely with the local community and other stakeholders throughout the planning and construction phases.

How is an urban underground pipeline built?

The majority of the urban underground pipeline will be installed using trenchless technology. This involves drilling a hole through the ground and then pulling in the pipe. This method is less disruptive than traditional trenching and allows for the installation of larger diameter pipes.

Temporary construction compounds

Temporary construction compounds will be used to store materials and equipment during the construction process. These compounds will be located in areas that are not used for residential or commercial purposes and will be removed once construction is complete.



EAST COAST CLUSTER
Northern Endurance Partnership
 Hunter Endurance Pipeline

How do I give feedback?

We are keen to ensure that the feedback of all local people is heard and responded on part of the construction process.

You can give feedback in the following ways:

- Attend one of our open and CPD events
- Visit www.hunterendurance.com
- Call 01491 523434
- Use the feedback form on the project website

What happens next?

All feedback received will be reviewed and responded to. The project team will take account of all feedback received and will use it to inform the construction process. We will also use the feedback to improve the project website and other communication materials.


Project 1 Construction - Hunter Endurance Pipeline

Phase	Start	End
Phase 1	2018	2020
Phase 2	2020	2022
Phase 3	2022	2024
Phase 4	2024	2026



The table is covered with several large-scale maps and documents. One prominent map is titled "CONSTRUCTION PHASE 1" and shows a detailed layout of the construction area with various colored zones (green, yellow, orange, red, purple, blue). Another map shows a broader view of the region with different colored zones. There are also several "Feedback Form" documents on the table, some of which are partially filled out. The maps and documents are spread across the table, which is surrounded by blue chairs.



EAST  AST CLUSTER

