HyNet North West Hydrogen Pipeline

Delivering clean growth

Cadent

Your Gas Network

Consultation Summary Report

October 2024

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Glossary

Acronym	Definition
AGI	Above ground installation
ALC	Agricultural Land Classification
APFP	Applications: Prescribed Forms & Procedure
BEIS	Business, Energy and Industrial Strategy
BNG	Biodiversity Net Gain
BVI	Block Valve Installations
CEMP	Construction Environmental Management Plan
COMAH	Control of Major Accident Hazards
CTMP	Construction Traffic management plan
DCLG	Department for communities and local government
DCO	Development Consent Order
DER	Design Evolution Report
DLL	District Level Licencing
EA	Environment Agency
EIA	Environmental Impact Assessment
EMF	Electromagnetic Fields
ES	Environmental Statement
FRA	Flood Risk Assessment
GCN	Great Crested Newts
GHG	Greenhouse gas
HAGI	Hydrogen Above Ground Installation
HDD	Horizontal Directional Drilling
HGV	Heavy Goods Vehicles
HPP	Hydrogen Production Plant
HRA	Habitats Regulations Assessment

Acronym	Definition
HS2	High Speed 2
LoD	Limit of Deviation
LVIA	Landscape and Visual Impact Assessment
LWS	Local Wildlife Sites
MAH	Major Accident Hazard
NOX	Nitrogen Oxides
NPPF	National Planning Policy Framework
PA 2008	Planning Act 2008
PEIR	Preliminary Environmental Information Report
PIL	Persons with an interest in land
PILQ	Persons with an interest in land Questionnaire
PINS	Planning Inspectorate
ProW	Public Rights of Way
PRoWMP	Preliminary Public Rights of Way Management Plan
SAC	Special Area of Conservation
SGZs	Safeguard zones
SoCC	Statement of Community Consultation
SoS	Secretary of State
SPA	Special Protection Area
SPZs	groundwater source protection zones
SSSI	Sites of Special Scientific Interest
SUDs	Sustainable drainage system
WFD	Water Framework Directive
WSI	Written Scheme of Investigation
WWL	Warrington Western Link
ZTV	Zone of Theoretical Visibility

Executive Summary

This Consultation Summary Report presents the results of the Stage Two Statutory Consultation that took place on the HyNet North West Hydrogen Pipeline project ('the Project') between 12 September and 10 November 2022. This Report sets out details of the consultation undertaken and provides a summary of the feedback received from prescribed consultees, local communities, and wider/other stakeholders. It also presents Cadent's ('the Applicant') responses to the consultation feedback received, explaining how it has had regard to the feedback in preparing its proposals for the Project.

This Report provides details of the Stage Two Statutory stage of pre-application consultation. It seeks to "tell the story" of how the Project evolved up to that stage and documents how feedback from consultees has influenced the options and choices that led to changes to the Project. It also sets out how the Applicant complied with the relevant requirements of the Planning Act 2008 and associated guidance.

The Stage Two Statutory Consultation provided consultees with a further opportunity to understand, comment on and influence the proposals prior to submission of the application. The consultation also provided opportunity for consultees to attend public exhibitions and speak to members of the Project team. The consultation ensured further opportunities to raise awareness about the Project were taken.

The Stage Two Statutory Consultation focused on sharing how proposals had developed following the Stage One Consultation and how feedback had been taken account of and incorporated into the Project and the Preliminary Order Limits. Views were also sought on some remaining route and HAGI (Hydrogen Above Ground Installation) options and any emerging preferences for the Project and its delivery.

The preliminary results of the Environmental Impact Assessment (EIA) were also published and consulted on as part of the Stage Two Statutory Consultation, known as the Preliminary Environmental Information Report (PEIR). The PEIR and supporting documents set out the environmental assessments undertaken to date, explained what is proposed to be constructed and where, as well as the decisions which have been taken in developing the proposals. Views were sought during the consultation on the information contained in the PEIR and its supporting documents. Chapter 4 provides further details of the approach to the pre-application statutory consultation including what has been done to satisfy the requirements of the Planning Act 2008.

The Stage Two Statutory Consultation was due to take place over a 42-day period from Monday 12 September 2022 to Monday 24 October 2022 (inclusive). Due to the death of Her Majesty the Queen, the decision was taken by Cadent to delay the consultation events and extend the statutory consultation until 10 November 2022. The Stage Two Statutory Consultation subsequently took place for 60 days from Monday 12 September 2022 to Thursday 10 November 2022. This exceeds the statutory minimum period of 28 days for statutory consultation specified by the Planning Act 2008.

A total of 345 pieces of feedback were received in response to the Stage Two Statutory Consultation. Representations were received from local authorities, national and local organisations, persons with an interest in land, and the local community. Chapter 6 provides further details of the feedback mechanisms made available for consultees to provide representations about the Project. It also provides details of the processes for analysing consultation feedback.

Chapters 7 to 23 summarise the feedback received from consultees grouped by topic as part of the Stage Two Statutory Consultation and explains regard given to feedback in finalising the Project for the Development Consent Order application.

This report is published as part of a suite of documents for a third round of Statutory Consultation which will commence in October 2024. A final Consultation Report which will explain all stages of consultation and the Applicant's responses will be submitted with the DCO application in 2025.

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1. Introduction

1.1 Purpose of this Report

1.1.1 It is important to Cadent Gas Limited (hereafter referred to as 'Cadent' or 'the Applicant') that our communities (including hard to reach/seldom heard groups), the general public and other stakeholders are involved in the development of proposals for the Project. Public consultation helps us to gather feedback and identify key issues of concern, enabling us to address these and improve our proposals.

1.1.2 This Consultation Summary Report (hereafter referred to as the 'Report') presents the results of the Statutory Consultation ('the Stage Two Statutory Consultation') that took place on the HyNet North West Hydrogen Pipeline project (hereafter referred to as 'the Project') between 12 September and 10 November 2022. A further report - Stage One Non-Statutory Consultation Feedback Report - provides detail of the non-statutory consultation undertaken between 26 January and 11 March 2022. This is included in **Appendix A** of this Report.

1.1.3 This Report sets out details of the consultation undertaken and provides a summary of the feedback received in relation to the Project from prescribed consultees, local communities, and wider/other stakeholders. It also presents Cadent's responses to the consultation feedback received, explaining how it has had regard to the feedback in preparing its proposals for the Project.

1.2 Who is Cadent?

1.2.1 Cadent owns, operates, and maintains the gas distribution network serving 11 million homes and businesses throughout the North West, West Midlands, East Midlands, South Yorkshire, East of England and North London. Consistent with this role, Cadent is responsible for the following activities:

- Looking after the main gas pipes that supply larger areas, as well as the smaller pipes which branch off and supply gas to homes and businesses;
- Maintaining, repairing, and replacing gas pipes to ensure the safe and reliable flow of gas now and long into the future;
- Managing the National Gas Emergency Service for all gas customers in the UK. If something goes wrong, Cadent is the first point of call to make sure it is dealt with calmly, quickly and safely;
- Connecting homes and renewable gas suppliers to its network;
- Working with local businesses to expand and develop its network; and,
- Providing extra care for those who might need additional support in a gas emergency.

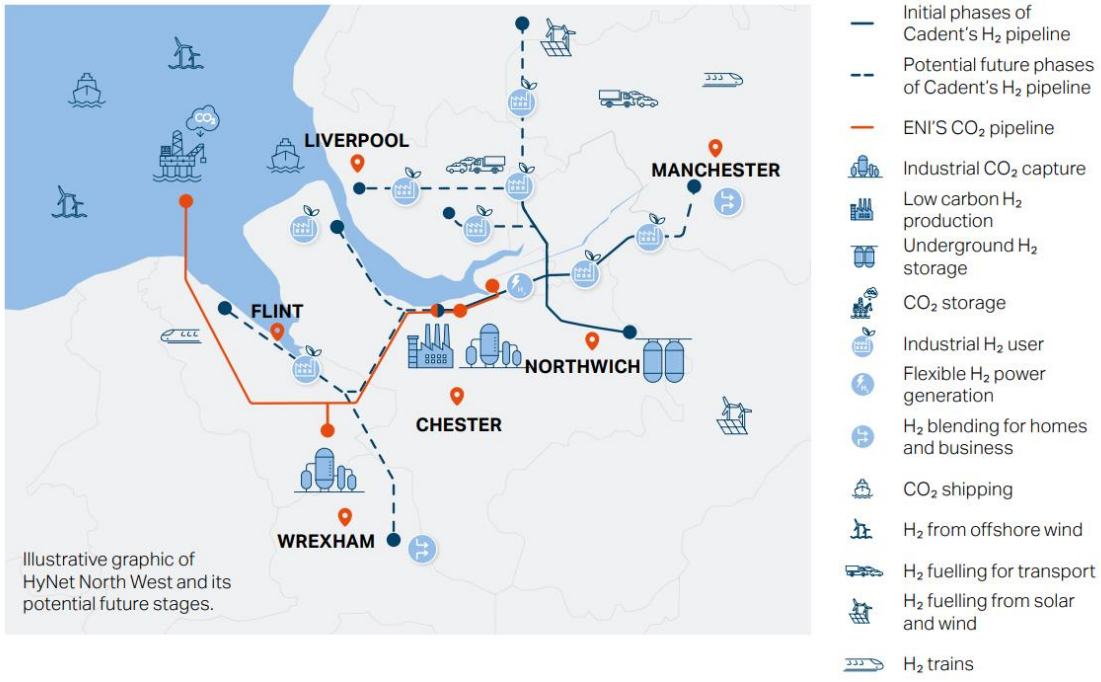
1.2.2 Cadent does not produce gas and does not own the gas that flows through its pipes. It is solely responsible for its transportation and distribution. Cadent is regulated by the Office of Gas and Electricity Markets (Ofgem).

1.3 The Project

1.3.1 The HyNet North West Hydrogen Pipeline (the Project) aims to deliver hydrogen to multiple industrial gas customers and power generators in the North West. It will also take hydrogen to gas blending points for introduction into the existing gas network, along with connecting to associated hydrogen storage facilities to help balance the supply and demand on the pipeline.

1.3.2 The Project forms part of the wider HyNet North West decarbonisation programme (see **Figure 1.1**) which includes other elements, including a carbon dioxide pipeline and storage, a hydrogen production facility and underground hydrogen storage. These additional elements are not being promoted by Cadent through this application.

Figure 1.1 The wider HyNet North West programme and its potential future phases



1.3.3 Before an application for a Development Consent Order (DCO) is made, Cadent is required to consult with those living in the vicinity of the land proposed for development key local authorities, persons with an interest in the land and prescribed statutory bodies (under Section 47 of the Planning Act 2008 (PA 2008)), as well as publicising the proposed application (under Section 48 of the PA 2008). This document describes the methodology for this consultation.

1.4 Structure of the Report

1.4.1 This Report sets out what happened during the Stage Two Statutory stage of pre-application consultation. It seeks to "tell the story" of how the Project evolved and documents how feedback from consultees has influenced the options and choices that led to changes to the Project. It also sets out how the Applicant complied with the relevant requirements of the PA 2008 and associated guidance.

1.4.2 An overview of the structure of this Report is set out in **Table 1.1** below.

Table 1.1 Structure of the Report

Chapter	Title	Overview
Chapter 1	Introduction	Sets out the Purpose of the Report, provides details of the Applicant and the Project, and explains the structure of the Report.
Chapter 2	Legislative Context	Sets out the requirements for statutory pre-application consultation under the Planning Act 2008 and provides evidence of how the Applicant has complied with the relevant requirements.
Chapter 3	Overview of Consultation	Sets out a summary of the Applicant's general approach to pre-application consultation and engagement and a timeline illustrating the main stages of consultation and ongoing engagement.
Chapter 4	Approach to Statutory Consultation	Provides details of the approach to the pre-application statutory consultation including what has been done to satisfy the requirements of: • Section 42 of the Planning Act 2008; • Section 46 of the Planning Act 2008; • Section 47 of the Planning Act 2008, including the development of a Statement of Community Consultation; and • Section 48 of the Planning Act 2008.
Chapter 5	Consultation under the Environmental Impact Assessment (EIA) Regulations	Provides a summary of the approach to scoping and the production of the Preliminary Environmental Information Report (PEIR) and the Environmental Statement (ES).

Chapter	Title	Overview
Chapters 6 to 23	Regard to feedback to the Statutory Consultation	Explains the Applicant's approach to receiving, processing and having regard to feedback in terms of the methods and analysis used. Summarises the feedback received from consultees grouped by topic as part of the Stage Two Statutory Consultation and explains by topic regard given to feedback in finalising the Project for the DCO application.

2. Legislative Context

2.1.1 For the purposes of the Planning Act 2008, Cadent is a gas transporter. The Project would be defined as a Nationally Significant Infrastructure Project under Part 14(1)(f) ('the construction of a pipeline by a gas transporter') of the Planning Act 2008 (as amended) if it blended gas into the existing gas network. However, given ongoing regulatory uncertainty as to whether the Project will include blending into the gas network, Cadent has obtained a Section 35 Direction dated 05 July 2022 from the Secretary of State (SoS) for Business, Energy and Industrial Strategy (BEIS). This Direction confirms that the Project (save for the pipeline spurs) is of national significance and is to be treated as development, for a which DCO is required.

2.1.2 Sections 42 to 50 of the Planning Act 2008 set out the requirements for statutory pre-application consultation in relation to a proposed application for a DCO.

2.1.3 The following sections summarise these requirements with evidence of how Cadent complied with them set out in **Chapter 4** (Approach to Statutory Consultation) of this Report.

2.2 Duty to Consult Under Section 42 and Section 45

2.2.1 Section 42 of the Planning Act 2008 requires the following parties to be consulted about the proposed application:

- such persons as may be prescribed in Schedule 1 of the Infrastructure Planning (Applications: Prescribed Forms & Procedure) Regulations 2009 (the APFP Regulations)[1];
- the Marine Management Organisation (offshore schemes) it should be noted that Cadent are proposing to tunnel below marine assets and as such are seeking an exemption;
- each local authority that is identified, as set out within section 43 of the Planning Act 2008[2];
- the Greater London Authority if the land is in Greater London. (As the Project does not affect land in Greater London, it was not necessary to consult the Greater London Authority); and

[1] For the purposes of Section 42(1)(a) of the Planning Act 2008, the persons prescribed are those listed in column 1 of the table in Schedule 1 to the APFP Regulations (as amended October 2009).

[2] With regard to section 42(1)(b), local authorities are defined as those with land to which the proposed application relates (Section 43(1)). It also includes those local authorities that share a boundary with that authority (Section 43(2)).

- each person who is within one or more categories set out in section 44 of the Planning Act 2008[3].

2.2.2 There is a requirement, when consulting a person under Section 42(1), to notify them of the deadline for receipt of comments to the consultation (Section 45(1)). This must be a minimum of 28 days, commencing on the day after the day on which the person receives the consultation documents (Section 45(2)). Consultation documents must be supplied to the person by the applicant for the purposes of the consultation (Section 45(3)).

2.3 Duty to Notify the Secretary of State of Proposed Application

2.3.1 Aligned with formal consultation under Section 42 is a requirement for Cadent to notify the Secretary of State of the application under Section 46.

2.3.2 This must be done on or before commencing consultation under Section 42 (Section 46(2) of the Planning Act 2008) and the Secretary of State must be supplied with the same information as is proposed to be used for Section 42 consultation (Section 46(1)).

2.4 Duty to Consult the Local Community Under Section 47

2.4.1 Section 47(1) of the Planning Act 2008 requires the applicant to prepare a Statement of Community Consultation (SoCC). The SoCC should set out how the applicant intends to consult the people living in the vicinity of the land on the proposed application. There is a duty on the applicant to consult the relevant local authorities (local authorities within Section 43(1)) in respect of the content of the SoCC (Section 47(2)) because their knowledge of the local area may influence decisions on the geographical extent of consultation and the methods that will be most effective in the local circumstances.

2.4.2 Local authority responses to consultation on the content of the SoCC should be requested within a 28-day period (commencing on the day after the day on which the local authority receives the request for comments). Consultation documents must be provided to the local authority at this stage, providing information which allows the authority to make an informed response to the SoCC consultation (Sections 47(3) and 47(4)). Section 47(5) of the 2008 Act requires the applicant to have regard to any response provided by the local authority that is received within the 28-day period.

[3] For the purposes of section 42(1)(d), a person is within section 44 of the Planning Act 2008 if the applicant knows that the person is an owner, lessee, tenant or occupier of the land (Category 1, Section 44(1)); is interested in the land or has power to sell and convey the land or to release the land (Category 2, Section 44(2)); or is entitled to make a relevant claim if the order sought by the proposed application were to be made and fully implemented (Category 3, Section 44(4)).

2.4.3 In developing the SoCC, regard must be had to the EIA Regulations and relevant guidance about pre-application procedure. Regulation 12 of the EIA Regulations stipulates that the SoCC must set out whether the proposal is EIA development and, if so, how the applicant intends to publicise and consult on preliminary environmental information.

2.4.4 The SoCC must be made available for inspection by the public in a way that is reasonably convenient for people living in the vicinity of the land (Section 47(6)(za)). A notice must also be published for two successive weeks in a newspaper circulating in the vicinity of the land (stating where and when the statement can be inspected), and in such other manner as may be prescribed (Sections 47(6)(a) and (b)).

2.4.5 Consultation must be carried out in accordance with the proposals set out in the SoCC (Section 47(7)).

2.5 Duty to Publicise the Proposed Application under Section 48

2.5.1 Section 48(1) of the Planning Act 2008 requires the applicant to publicise the proposed application at the pre-application stage. Regulation 4 of the APFP Regulations prescribes the manner in which this publicity must be undertaken. Regulation 4(2) sets out what the publicity must entail, including the publishing by the applicant of a notice, and Regulation 4(3) provides detail of the matters which must be included in that notice.

2.5.2 In developing and publishing the notice, regard must be had to the EIA Regulations and relevant guidance about pre-application procedure. Regulation 13 of the EIA Regulations stipulates that, where the application for development consent is an application for EIA development, the applicant must at the same time as publishing the notice of the proposed application under Section 48(1), send a copy of the notice to the consultation bodies and to any person notified to the applicant by the Planning Inspectorate (PINS) in accordance with Regulation 11(1)(c) of the EIA Regulations.

2.6 Duty to have Regard to Responses Under Section 49

2.6.1 Section 49 of the Planning Act 2008 requires Cadent to have regard to the responses to consultation and publicity when deciding on the form and content of the DCO application for the Project.

2.7 Duty to have Regard to Guidance Under Section 50

2.7.1 Section 50 of the Planning Act 2008 requires Cadent to have regard to guidance about the pre-application procedure issued by the Secretary of State. The Department for Communities and Local Government (DCLG) guidance[4] sets out the necessary requirements/ procedures and gives clarity on the scope and scale of the consultation required at the pre-application stage. It covers all of the main processes required by the Applicant prior to the submission of the DCO application.

[4] Department for Communities and Local Government. Guidance on the Pre-Application Process for Major Infrastructure Projects. 2015. (Online) Available from: https://www.gov.uk/government/publications/guidance-on-the-pre-application-process-for-major-infrastructure-projects (Accessed 17 October 2023).

3. Overview of Consultation

3.1 Introduction

3.1.1 This Chapter of the Report has been prepared having regard to the advice contained in the 'introductory text' section of the Planning Inspectorate's Advice Note Fourteen: Compiling the Consultation Report (2021) and provides an overview of the consultation process undertaken by Cadent in respect of the Project.

3.2 Approach to Consultation

3.2.1 It is important to Cadent that our communities, the general public and other stakeholders continue to be involved in the development of the Project. Public consultation helps us to gather feedback and identify key issues of concern, enabling us to address these where possible and improve our proposals. Public engagement will continue into the construction phase so that we can ensure communities are informed of our activities.

3.2.2 Pre-application consultation is therefore not just a key requirement of the Planning Act 2008 but a crucial method in raising awareness and understanding about the Project. It also helps to develop a two-way dialogue with our local communities and consultees to understand the issues that are important to them.

3.2.3 In developing the approach to consultation for the Project, Cadent has given careful consideration to the specific requirements set out in the following legislation:

- The Planning Act 2008;
- The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (the EIA Regulations); and
- The Infrastructure Planning (Applications, Prescribed Forms and Procedures) Regulations 2009 (the APFP Regulations) as amended in 2012.

3.2.4 Given the scale and complexity of the Project and considering best practice and DCLG Guidance on pre-application consultation, Cadent has to date, undertaken two stages of consultation:

- Stage One Consultation - Non-Statutory Consultation: The non-statutory consultation on the emerging plans and preferred route corridors for the Project took place between 26 January 2022 and 11 March 2022. The consultation was undertaken at a formative stage in the project development process, to provide consultees with an early opportunity to influence the proposals while options were still undergoing consideration. A summary of the Stage One Consultation can be found at: Knowledge Hub - HyNet North West Hydrogen Pipeline (hynethydrogenpipeline.co.uk).

- Stage Two Statutory Consultation - Statutory Consultation: The second stage of consultation comprised the statutory consultation on our proposed application in accordance with the requirements of the PA 2008.
- A third stage of consultation (Stage Three Consultation) will be undertaken from 14 October until 19 November 2024 and will comprise a further statutory consultation on our proposed application in accordance with the requirements of the PA 2008.

3.2.5 The Stage One Consultation also informed the approach to the Stage Two Statutory Consultation.

3.2.6 The multi-stage, iterative approach outlined above complies with paragraph 70 of the DCLG Guidance, which refers to the need to manage the tension between consulting early and having proposals that are firm enough to enable consultees to comment. The approach has allowed the refinement of the Project at each stage through a design, evaluation and assessment process that considers consultee feedback.

4. Approach to Stage Two Statutory Consultation

4.1 Introduction

4.1.1 This Chapter sets out details of the approach taken to formal consultation and publicity under Sections 42, 47 and 48 of the Planning Act 2008.

4.1.2 This Chapter summarises the purpose of the Stage Two Statutory Consultation and the methods and activities that were used to undertake it. Details of the feedback received from this consultation, how the Applicant has had regard to it, and how it influenced the development of the Project is presented in **Chapters 7 to 23** of this Report.

4.2 Purpose of the Consultation

4.2.1 The Stage Two Statutory Consultation provided consultees with a further opportunity to understand, comment on and influence the proposals prior to submission of the application. The consultation also provided opportunity for consultees to attend public exhibitions and speak to members of the Project team. The consultation also ensured further opportunities to raise awareness about the Project were taken.

4.2.2 The consultation focused on sharing how proposals had developed following the Stage One Consultation and how feedback had been taken account of and incorporated into the Project and the Preliminary Order Limits. Views were also sought on some remaining route and HAGI options and any emerging preferences for the Project and its delivery.

4.2.3 The preliminary results of the EIA were also published and consulted on as part of the Stage Two Statutory Consultation, known as the Preliminary Environmental Information Report (PEIR). The PEIR and supporting documents set out the environmental assessments undertaken to date, explained what is proposed to be constructed and where, as well as the decisions which have been taken in developing the proposals. Views were sought during the consultation on the information contained in the PEIR and its supporting documents.

4.3 When did the Consultation Take Place?

4.3.1 The Stage Two Statutory Consultation was due to take place over a 42-day period from Monday 12 September 2022 to Monday 24 October 2022 (inclusive). Due to the death of Her Majesty the Queen, the decision was taken by Cadent to delay the consultation events and extend the statutory consultation until 10 November 2022.

4.3.2 As a result of this, the Statement of Community Consultation (SoCC) (paragraph ref 5.5.11) was updated to reflect this change to the consultation period. A copy of the updated SoCC was issued to the six host local authorities following a meeting with them to discuss and agree the changes, held on 16 September 2022.

4.3.3 The Stage Two Statutory Consultation subsequently took place for 60 days from Monday 12 September 2022 to Thursday 10 November 2022. This exceeds the statutory minimum period of 28 days for statutory consultation specified by the PA 2008.

4.4 Where did the Consultation Take Place?

4.4.1 The Stage Two Statutory Consultation was open to anyone that had a view that they wished Cadent to consider (as was the case for the Stage One Consultation).

4.4.2 A Consultation Zone (**Appendix B**) was developed based on the Project's initial route corridors, which were used to inform the Stage One Zone. For the pipeline itself and other temporary works including construction compounds and access points, the Consultation Zone was extended to ensure that it is a minimum of 200m from where we may decide to locate these works. Similarly, the Consultation Zone was reviewed and extended a minimum of 300m from where the Applicant was considering locations for above ground installations - HAGIs and Block Valve Installations (BVIs) in locations were these were not already captured.

4.4.3 The Consultation Zone was also extended to include the community of Elton, and the western extent of Moulton, in response to feedback from the host authorities (**Appendix C**). The Consultation Zone was also extended to include additional properties in Frodsham.

4.4.4 To ensure that all those consulted during the Stage One Consultation were notified of the Stage Two Statutory Consultation, and information relating to project changes, the Zone was further extended to include the route corridors identified at the previous stage of consultation. This included the route option to the north of Northwich (South Option 2), which was discounted after the Stage One Consultation.

4.5 Who was Consulted?

Section 42

4.5.1 At the same time as consulting the local community, the Applicant consulted a wide range of statutory consultees on the Project, in accordance with Section 42 of the PA 2008. These were identified with consideration of Advice Note Three: EIA Notification and Consultation and its associated Annex. These include:

- Host and neighbouring local authorities;
- Prescribed consultees (such as Natural England and Environment Agency); and,
- People with an interest in land that might be affected by the proposals.

4.5.2 Organisations identified can be found in **Appendix D.**

Local authorities

4.5.3 In accordance with Section 42(1)(b) of the Planning Act 2008, the following local authorities were consulted.

Table 4.1 Local authorities consulted during the Stage Two Statutory Consultation

Grouping as defined in Section 43 of the Planning Act (2008)[5]	Description	Local authorities
A	A neighbouring authority that shares a boundary with a unitary council or lower tier district council within whose area the development is situated (an adjacent authority).	Derbyshire County Council Flintshire County Council High Peak Borough Council Knowsley Metropolitan Borough Council Lancashire County Council Liverpool City Council Manchester City Council Newcastle under Lyme Borough Council Peak District National Park Authority Salford City Council Shropshire Council Staffordshire County Council Staffordshire Moorlands District Council Warrington Borough Council West Lancashire Borough Council Wigan Council Wirral Council Wrexham County Borough Council
B	Either a unitary council or lower tier district council in which the development is situated (a host authority).	Cheshire East Council Cheshire West and Chester Council Halton Borough Council St Helens Borough Council Trafford Metropolitan Borough Council Warrington Borough Council

[5] Legislation.gov.uk Planning Act (2008) Section 43 Available online: https://www.legislation.gov.uk/ukpga/2008/29/section/43 (Accessed 12 August 2024).

Persons with an interest in land

4.5.4 In accordance with Section 42(1)(d) of the Planning Act 2008, persons with an interest in land (PILs) were consulted, as set out below:

- Category 1 – an owner, lessee, tenant or occupier of the land;
- Category 2 – a person interested in the land or has power to sell and convey the land or to release the land; and
- Category 3 – a person who would or might be entitled to make a claim under Section 10 of the Compulsory Purchase Act 1965 or Part 1 of the Land Compensation Act 1973 or Section 152(3) of the Planning Act 2008.

4.5.5 Following the completion of the referencing exercises and in order to ensure completeness of the information, contact with the identified PILs was made. Processes followed were different depending on the PIL categorisation:

- Category 1
  - Covering letter and a pre-populated persons with an interest in land questionnaire (PILQ) was issued.
  - If a 'Return to Sender' was received from the Royal Mail, an online search was carried out for an alternative address and the PILQ form was reissued.
  - If no alternative address was found, the PILQ was issued to the 'Owner/ Occupier' or the 'Occupier' at the property address.
  - If no response from mail merge was received, a phone call requesting a meeting was carried out (if a number has been identified).
  - If no answer or call back was received, a cold call visit to the property took place and letter was left if no one present.
  - If no answer or call back was received, a second cold call visit to the property took place and a letter was left if no one present.
  - A final letter requesting a meeting was left if no previous responses were received.
- Category 2
  - Covering letter and a pre-populated PILQ was issued
  - Covering letter and a pre-populated PILQ was issued.
  - A chaser letter was issued to the PIL.
  - A final letter was issued if no previous responses were received.

4.5.6 Unknown land interests required further steps to be taken to establish ownership. This included the erection of site notices seeking information enquiries with local and neighbouring landowners, review of cautions against first registration lodged with the Land Registry and the application of presumptions as to ownership. Notices were placed in as prominent as location as possible, were kept up on site and monitored weekly for at least three weeks.

Section 47

Statement of Community Consultation (SoCC)

4.5.7 In accordance with Section 47(1) of the Planning Act 2008, the Applicant prepared a SoCC setting out how it proposed to consult upon its proposed application with people living in the vicinity of the land. As part of its preparation, and in accordance with Section 47(2), the Applicant consulted with local authorities on the approach to and content of the SoCC.

Draft SoCC

4.5.8 Following definition of the proposed application, a formal consultation was held on the draft SoCC between 21 June 2022 and 22 July 2022 (inclusive), a period of 32 days. Consultation on the draft SoCC took place with the following host local authorities[6]:

- Cheshire East Council;
- Cheshire West and Chester Council;
- Halton Borough Council;
- St Helens Borough Council;
- Trafford Metropolitan Borough Council; and
- Warrington Borough Council.

4.5.9 This ensured that the Applicant understood how consultation might best be undertaken with those affected communities and that their views could be taken into account when finalising the proposals for the Project.

4.5.10 Feedback on the draft SoCC was received from all six host local authorities and was considered by the Applicant as part of finalising the approach to the consultation. A full schedule of the responses received on the draft SoCC, the Applicant's response and whether it resulted in a change to the draft SoCC can be seen in **Appendix C.** A summary of the feedback received and the changes that were made to the draft SoCC is presented in **Table 4.2** below:

Table 4.2 Feedback received on the draft SoCC and the Applicants responses

Comment Raised	Response
Requests were received for the inclusion of identified prescribed consultees, local groups and organisations, ward councillors and other wider stakeholders as consultees.	The Applicant confirmed the statutory consultation would be conducted in line with the requirements of the Planning Act 2008, including consulting with the relevant prescribed consultees as well as the wider consultees suggested.

[6] As defined under s42(1)(b) of the Planning Act 2008

Comment Raised	Response
A suggestion was also received that Warrington Borough Council's Employment and Development Team should also be consulted.	The Applicant engaged with Warrington Borough Council's Employment and Development Team.
Comments were received which suggested that the 100m consultation zone around the pipeline should be widened to ensure nearby communities which might be indirectly impacted by the development were included.	The Applicant extended the Consultation Zone from 100m to 200m around pipelines and other temporary works (including construction compounds and their access points).
Suggestions were received that virtual consultation events should be organised if in-person events could not take place.	The Applicant proposed that should any in-person events need to be cancelled, the most appropriate mitigation (such as expanding the number of webinars) would be identified on a case-by-case basis in consultation with the relevant local planning authorities.
Recommendations were received that events should be held at various times to account for working families and harder to reach groups.	The Applicant agreed the importance of offering opportunities for people to engage with the consultation and considered that the in-person consultation events and online webinars were scheduled on a range of days and time slots to allow people greater opportunity to attend. The Applicant further considered that the Project website provided all information for those who could not attend the events, and that a phoneline and email address would be made available for people to contact the Project team. No changes were required in the SoCC as a result of these recommendations.
A request was received that the address of the Milner Church Institute be changed to state Runcorn as the post town rather than Warrington,	The Applicant updated the address of the Milner Church Institute.
Feedback from the communities engaged showed general support for the proposed consultation approach, including the locations of consultation events and information points, the provision of an online virtual exhibition, the use of press,	The Applicant welcomed these comments and as a result, no changes to the SoCC were required.

Comment Raised	Response
newspaper advertisements and press releases.	
Requests were received for additional consultation events to take place in Warrington and Elton.	The Applicant responded that sufficient opportunities to provide feedback were provided to these communities by the planned consultation events close to the route at Warrington Football Club and Frodsham Community Centre, respectively, in addition to the Project website and virtual exhibition.
Requests were received for Chester Lane Community Centre Library and Thatto Heath Library to be included as Information Points.	The Applicant updated the SoCC to include Chester Lane Community Centre Library and Thatto Health library as Information Points for the consultation.
The proposed approach to reaching hard to reach groups was generally supported by communities. It was also recommended to the Applicant that this should include reaching out to young persons, including schools and colleges.	The Applicant welcomed the support and confirmed use of gatekeeper organisations to identify hard to reach/seldom heard groups (including young persons) and confirmed that it will engage with those identified at an early stage. No changes to the SoCC were required as a result.
Suggestion was received that gatekeeper organisations be notified by email in advance of the launch of the consultation to give sufficient time for needs to be understood and properly planned.	The Applicant confirmed that emails to gatekeeper organisations would be sent four weeks in advance of the launch of consultations. Gatekeeper organisations contacted have been included in **Appendix D.**
Comments were received suggesting that press notices also be sent to Runcorn and Widnes World, Runcorn Weekly news, Place North West and St Helens Star.	In response, the Applicant issued a press release to the identified publications.
A suggestion was also received that use of social media be considered to reach younger groups of the community	In response, the Applicant promoted the consultation through its existing social media channels, alongside digital advertising via Google and Spotify. Social media adverts were placed on Cadent's Facebook, LinkedIn and Twitter accounts.
A request was received that Councils be kept informed of any planned consultation activities	The Applicant confirmed that the Councils would be notified of the launch of statutory consultation via email.

Comment Raised	Response
Suggestion was received that Project Preliminary Order Limits/Red Line Boundary and Consultation Zone be provided in sections to aid understanding of project impact and include identifying features, such as the search areas for the above ground assets.	The Applicant considered that the Preliminary Order Limits/ Red Line Boundary and Consultation Zone would be included in the statutory consultation materials and as such no changes to the SoCC were required.

Final SoCC

4.5.11 The SoCC was updated to incorporate changes to the wording, tone and content suggested by the host local authorities. The SoCC is presented at **Appendix E** and was subsequently published on 12 September 2022.

Revised SoCC

4.5.12 Following the death of Her Majesty the Queen and the subsequent period of National Mourning, the SoCC was revised in consultation with the host local planning authorities. Cadent took the decision to extend the consultation period and delay the dates of the exhibition events until after official mourning had been completed. The Applicant and its consultants held a meeting with the host local authorities on 16 September 2022 to discuss the required changes to the SoCC and confirm their agreement with the revised approach. A copy of the updated SoCC, included in **Appendix E**, was subsequently issued to the host local authorities following the meeting. The key change was a preface outlining the changes and the associated reasons. The start of the statutory consultation period was delayed until 29 September 2022, on the basis that the Queen was a patron of the Institution of Gas Engineers & Managers and to allow staff and stakeholders to pay their respect. The dates, timings and scheduling of the in-person and two online consultation events were also revised and ran from 1 October to 31 October 2022. The close of consultation was also extended until 10 November 2022. A summary of compliance with the consultation methods as set out in the SoCC can be found in **Appendix F.**

Wider Stakeholders

4.5.13 In addition to prescribed consultees and the local community, the Applicant consulted a number of other local bodies and individuals who are not identified in Schedule 1 of the APFP Regulations 2009. These included:

- Local bodies and technical consultees such as Local Wildlife Trusts, the Royal Society for the Protection of Birds, the National Trust; and
- Ward Councillors and MPs in relevant areas.

4.5.14 A full list of those consulted is presented in **Appendix D**.

4.6 Consultation Methods and Approaches

4.6.1 Cadent, in accordance with the requirements of the Planning Act 2008 and DCLG Guidance on pre-application consultation, used a variety of methods. These were designed to allow people to engage with the Project in a way that suits them and to make providing feedback to the Stage Two Statutory Consultation as easy and accessible as possible.

Consultation materials

4.6.2 The following information, as set out within paragraphs 4.6.3 and 4.6.18 of this Report, was provided during the consultation electronically via the Project website. Selected materials were also available in hard copy at the exhibitions and the Information Points. Hard copies of all materials were also available on request via the community contact point and freepost address.

Consultation postcard

4.6.3 At the start of the Stage Two Statutory Consultation, a postcard notifying consultees about the consultation and that the design had been updated, was issued to all residential and business addresses in the Consultation Zone on 23 August 2022. The postcard provided a summary of the Project and details of the consultation, including how to provide feedback and where more information could be accessed.

4.6.4 Due to a revised consultation period, resulting from the death of Her Majesty the Queen, a further postcard was issued to all residential and business addresses in the Consultation Zone on 20 September 2022. This further postcard advised of the revised consultation period and included a revised consultation events schedule. Across the original and revised versions, over 20,000 postcards were sent. Copies of both postcards are presented in **Appendix G**.

Posters

4.6.5 Where an in-person consultation event venue was located outside of the Consultation Zone, posters advertising these consultation events were placed in the local area.

4.6.6 Following the postponement of the Stage Two Statutory Consultation due to the death of Her Majesty the Queen, new posters were sent to Information Points with the revised consultation events schedule. A request was made to the venues that the old posters be removed from the Information Points and the new posters presented. Copies of the original and revised posters are included in **Appendix G**.

Consultation brochure

4.6.7 To ensure accessibility of the project information to a range of audiences, a consultation brochure was produced. This was written in plain English and in a style intended to enable people to access information at a non-technical level.

4.6.8 The consultation brochure summarised elements of the Project, including maps, as well as providing information on the potential effects. The consultation brochure also provided an update on the proposals for associated infrastructure, how the pipeline would be constructed, and the proposed temporary construction areas. A copy of the consultation brochure is presented in **Appendix H**.

Statement of Community Consultation

4.6.9 The SoCC was prepared in line with the approach set out in paragraph 4.5.7 and was published on 12 September 2022. It was made publicly available on the Project website and in hard copy at all public consultation events and Information Points.

4.6.10 The SoCC was revised to reflect the change to the consultation period and consultation events schedule due to the death of Her Majesty the Queen and the subsequent period of National Mourning. This was also published on the Project website on 21 September 2022 and made available in hard copy at all public consultation events and Information Points.

Non-Statutory Consultation Feedback Report

4.6.11 A Consultation Feedback Report was published, which detailed the approach to the Stage One Consultation. The Report summarised the feedback received during the consultation and explained how it was being taken into account by the Applicant in the development and refinement of its proposals.

Technical information

4.6.12 The Preliminary Environmental Information Report (PEIR) set out the preliminary results of the EIA on the likely significant effects of the Project. In Chapter 1 of the PEIR, the Applicant highlighted the request for consultee comments to be received on ways the PEIR could be improved to inform the preparation of the ES. A Non-Technical Summary of the PEIR was also published to provide a shorter, more accessible plain-English summary of the key points raised in the PEIR.

4.6.13 A Habitat Regulations Assessment (HRA) Screening Report provided information on the scope, approach, and conclusions of the HRA screening in respect of the impact of the Project on the qualifying interest features of all European sites screened into the assessment, either alone or in combination with other plans or projects.

4.6.14 The Preliminary Construction Traffic Management Plan (CTMP) detailed the environmental measures, which may be implemented in relation to the traffic generated during the construction phase of the Project. It was prepared to ensure that the proposed management and mitigation measures minimise the likely effects on existing road users during the construction phase.

4.6.15 The Preliminary Public Rights of Way Management Plan (PRoWMP) detailed the environmental measures, which would be implemented in relation to Public Rights of Way (PRoW), permissive paths, Other Routes with Public Access and Open Access Land, which are affected by the construction phase of the Project. The PRoWMP also set out the locations of all PRoW that could be affected by the

Project and detailed the type of environmental measures that could be proposed to overcome issues arising during the construction and operational phase.

4.6.16 The Design Evolution Report (DER) presented the outputs of the routeing and siting study, which was undertaken to identify the Preliminary Order Limits in which the pipeline and connection spurs would be located. It also set out the work carried out on Strategic Options and identifying the Preferred Route Corridor, which was presented at and consulted on at the Stage One Consultation.

Feedback form

4.6.17 A feedback form was provided for anyone wishing to respond to the consultation. The feedback form contained 17 questions structured under the following topic areas (a copy of the feedback form is provided at **Appendix H**):

- West corridor: Stanlow to the Central Hub, and the Runcorn spur;
- North corridor: St Helens to the Central Hub, and the St Helens and Warrington spurs;
- East corridor: Partington to the Central Hub, and the Warburton and Partington spurs;
- South corridor: Central Hub to Hydrogen Storage Facility and the Northwich spur;
- The Central Hub;
- Preliminary Environmental Information; and
- Other comments.

4.6.18 The form could be completed online via the Project website or in writing by hard copy submitted via the Project Freepost address.

Channels of communication

4.6.19 A number of communication channels were used to allow consultees to access project information and contact members of the team.

Project website

4.6.20 The dedicated Project website (https://www.hynethydrogenpipeline.co.uk/) launched in November 2021 remained active during the Stage Two Statutory Consultation. The Project website provided all of the consultation materials described from paragraph 4.6.34.6.2. The Project website included details of how to respond to the consultation, event locations and timings and Information Points. The Project website also included an interactive exhibition for those unable to attend the consultation events (see paragraph 4.6.36).

4.6.21 The Project website included an interactive map which presented the Preliminary Order Limits (i.e. pipeline route), temporary construction areas, and locations of HAGIs and BVIs overlayed on an area map. Users could click on certain elements of the Preliminary Order Limits to access further information or drop a pin to leave a comment on a particular geographic area. Comments received through this

method were considered alongside other feedback in Sections 7 to 23 of this document.

4.6.22 During the consultation period, the Project website received 25,792 page views from 9.4 thousand users.

4.6.23 Following the closure of the Stage Two Statutory Consultation, the consultation documents remained available, but the webpage was updated to make clear that the consultation had closed. The electronic feedback form was removed but the Project email and telephone remained listed.

Project email address

4.6.24 The dedicated Project email address (info@hynethydrogenpipeline.co.uk) set up for the Project in October 2021 remained in use for the Stage Two Statutory Consultation and was identified as a method of contact on the Project website and in the consultation materials.

4.6.25 During the consultation, 200 enquiries were received through this channel and all enquiries were responded to by the Applicant.

Freephone telephone line

4.6.26 A dedicated freephone telephone number (0800 860 6255), previously launched for the Stage One Consultation, continued to remain in use throughout the Stage Two Statutory Consultation for questions relating to the Project. This has remained active for the duration of the Project and will remain in place until the DCO application has been submitted, and possibly into construction.

4.6.27 The freephone telephone number was available for consultees to discuss the Project, leave a message or request hard copies of project documents. Consultees could also request a telephone appointment to discuss the Project.

4.6.28 During the Stage Two Statutory Consultation, the Applicant received 33 calls to the phoneline, which sought clarity on aspects of the Project or the consultation.

Freepost address

4.6.29 The Freepost address (FREEPOST HYNET NWHP) previously launched for the Stage One Consultation, remained available during the Stage Two Statutory Consultation to ensure that those unable to access the internet could request, complete, and return hard copies of the feedback form. 11 hard copy responses were received through the Freepost address. Further details of the number of responses received can be found in Section 6.3.

Exhibitions

4.6.30 In total, nine public consultation events took place during the consultation period at venues close to the consultation zone (see paragraph 4.4.24.4.2). These were open events where members of the public could view the proposals, speak to members of the Project team and receive guidance on completing feedback forms. Venues were chosen based on their proximity to the route corridors, prominence

within local communities, disabled access, and available parking. All venues were subject to a thorough health and safety check.

4.6.31 In addition to these, two online webinars were hosted to share information on the updated proposals and provide an opportunity for attendees to ask questions of the Project team, which included representatives from the Consents, Land, Environmental and Construction teams. The webinars were recorded and made available after the sessions for playback for those who missed them.

4.6.32 Details of the public consultation events and webinars were provided on the Project website, on the consultation postcard and locally displayed posters.

4.6.33 Due to the death of Her Majesty the Queen and the subsequent decision taken by the Applicant to delay the start of consultation period, dates of consultation events, initially advertised, were delayed until after the end of the period of National Mourning.

4.6.34 The Applicant and its Project team representatives attended the venues of cancelled consultation events on their original dates and times to meet consultees who did not receive notification of the revised consultation period and consultation events schedule. Numbers of those who attended cancelled events are set out in **Table 4.4**.

Table 4.3 Exhibition venues

Date	Timings	Exhibition venue	Attendees
1 October 2022	10:00 – 15:00	The Milner Church Institute, Runcorn Road, Moore, Runcorn WA4 6TZ	77
4 October 2022	18:00 – 19:00	Online webinar, hosted on Zoom	44
12 October 2022	15:30 – 19:30	Whitley Village Hall, Village Lane, Higher Whitley, Warrington WA4 4EJ	101
13 October 2022	10:00 – 13:00	Frodsham Community Centre, Fluin Lane, Frodsham WA6 7QN	51
18 October 2022	10:00 – 13:00	Fuse ROC Centre, Warburton Lane, Partington, Manchester M31 4BU	28
18 October 2022	15:00 – 19:00	Anderton Village Hall, New Road, Anderton, Northwich CW9 6AE	42
19 October 2022	10:00 – 13:00	St Stephen's Church Hall, Main Road, Moulton, Northwich CW98PL	36
19 October 2022	15:00 – 19:00	Warrington Football Club, Cantilever Park, Common Lane, Warrington, Cheshire WA4 2RS	40

Date	Timings	Exhibition venue	Attendees
20 October 2022	18:00 – 19:00	Online webinar, hosted on Zoom	22
28 October 2022	10:00 – 13:00	Thatto Heath Library, Thatto Heath Road, St Helens WA10 3QX	31
31 October 2022	09:30 – 12:30	High Legh Village Hall, West Lane, High Legh, Knutsford WA16 6LR	75

Table 4.4 Numbers of attendees at cancelled events

Event	Number attended
St Stephens	5
High Legh	12
Warrington FC	16
Anderton	4
Whitley	21
Frodsham	0
The Fuse	0
Thatto	Did not attend

4.6.35 Hard copies of the PEIR and its Non-Technical Summary, DER, consultation brochure, postcards, feedback forms, preliminary plans, route corridor map and overview map were available at the consultation events. A television displaying the Project video and tablet devices showing the interactive feedback map was also on display alongside the exhibition boards.

4.6.36 In addition to the in-person and online consultation events, a virtual exhibition space was hosted on the Project website. This provided a virtual example of what the in-person consultation events looked like and provided project information. Users could view information on virtual exhibition panels and click on the panels and accompanying hotspots to access more information and provide feedback. Images of the virtual exhibition space can be seen in **Appendix H**.

Information Points

4.6.37 The SoCC proposed that hard copies of the poster, consultation brochure and the PEIR Non-Technical Summary would be available for inspection at publicly accessible locations. These were available, alongside feedback forms and copies of the SoCC, at the locations are detailed below. All Information Points were open during the consultation period with the exception of Northwich Library, which was closed throughout the consultation period until 24 September 2022. Documents were displayed at this location from this date. A further Information Point (Weaverham Library) was included within this locality as an alternative place to view documents:

Table 4.5 Information points

Information point	Address
Chester Lane Community Centre Library	Four Acre Lane, St Helens, WA9 4DE
Frodsham Library	Princeway, Frodsham WA6 6RX
Grappenhall Library	Victoria Avenue, Grappenhall, Warrington WA4 2PE
Knutsford Library	Toft Road, Knutsford WA16 0PG
Northwich Library*	Witton Street, Northwich CW9 5DR
Partington Library	Central Road, Partington, Manchester M31 4FY
Rainhill Library	View Road, Rainhill, Prescott L35 0LE
Runcorn Old Town Library	Granville Street, Runcorn WA7 1NE
St Helens Library	The World of Glass, Chalon Way East, St Helens WA10 1BX
Thatto Heath Library	Thatto Heath Road, St Helens, WA10 3QX
Weaverham Library	Russet Road, Weaverham CW8 3HY
Warrington Library	Golden Square, Sankey Street, Warrington WA1 1TD

* Northwich Library was closed throughout the consultation period until 24 September 2022. Documents were displayed at this location from this date. A further Information Point (Weaverham Library) was included within this locality as an alternative place to view documents.

4.6.38 Details of the opening hours and access arrangements for each Information Point were provided on the Project website.

4.6.39 All documents published as part of the consultation were made available for inspection on the Project website, in line with changes to publicity requirements introduced by the Infrastructure Planning Regulations 2020.

Notification of Consultees

Section 42

4.6.40 Notification letters (see **Appendix G**) were sent by email[7] to the prescribed consultees detailed in **Appendix D** on 29 September 2022. This included prescribed consultees, statutory bodies and local authorities. The letter gave formal notification that the Stage Two Statutory Consultation had commenced and provided recipients with an opportunity to review and comment on the consultation documents, including the PEIR. It enclosed a Section 48 notice and provided links to the Project website where the consultation materials, interactive map and feedback form could be accessed.

4.6.41 Further emails were also sent to prescribed consultees on 9 and 22 September 2022 to advise of the postponement of the Stage Two Statutory Consultation due to the death of Her Majesty the Queen and to provide the revised schedule of consultation events, respectively.

Section 44

4.6.42 Notification letters (see **Appendix G**) were sent to PILs as defined under Section 44 of the PA 2008 on 5 September 2022. PILs were subsequently contacted via a further letter on 23 September 2022 to ensure that they were aware that the consultation has been extended due to the period of National Mourning following the death of Her Majesty the Queen.

Section 46

4.6.43 In accordance with Section 46 of the PA 2008, notification was issued by email to the Secretary of State for BEIS (via PINS) on 28 September 2022. Attached to the Section 46 notification were copies of letters sent to prescribed bodies, local authorities and other stakeholders. In addition, the notification listed the consultation documents, which were made available for download from the Project website.

[7] Where email addresses were available. For the six consultees that the Project team did not have email addresses for - Greater Manchester Combined Authority, Mersey Reactive Power Limited, Electricity North West Limited, Carrington Power Limited, Peel Ports, and Transport for the North - hard copies of the letter were sent by post on 27 September.

Section 47

4.6.44 At the start of the Stage Two Statutory Consultation, a Project postcard (see paragraph 4.6.34.6.3) notifying consultees of the consultation was issued to all residential and business properties in the Consultation Zone. The postcard provided a summary of the Project and details of the consultation, including how to provide feedback and where more information could be accessed.

4.6.45 A further postcard was issued to these addresses, delivered by 23 September 2022, to advise of the revised consultation period and consultation events schedule resulting from the period of National Mourning after the death of Her Majesty the Queen.

Wider stakeholders

4.6.46 Notification emails (**Appendix G**) were sent on 1 September 2022 to non-statutory consultees who registered for email updates through the Project website. The email notified stakeholders of the Stage Two Statutory Consultation, provided details of the upcoming consultation events, and linked to the Project website, email and telephone line where further information could be acquired. Further emails were sent on 9 and 22 September 2022 to advise of the postponement of the Stage Two Statutory Consultation due to the death of Her Majesty the Queen and to provide the revised schedule of consultation events, respectively.

4.6.47 A further notification email was sent on 21 October 2022 to consultees who registered for email updates through the Project website and those who participated in the previous non-statutory stage of consultation. The email notified consultees of the upcoming deadline for feedback and encouraged their participation, highlighting the remaining consultation events and information provided on the Project website.

Advertising and publicity

4.6.48 In addition to the Project postcard (see paragraph 4.6.34.6.3), the following steps were undertaken to promote the consultation widely. These steps were undertaken to ensure that as many people as reasonably practicable, including those that visit the area but do not live within it, were aware of the consultation.

Statutory notices

4.6.49 At the start of the Stage Two Statutory Consultation, statutory notices were published in local and national newspapers, as required by Sections 47[8] and 48[9] of the PA 2008.

4.6.50 The combined Section 47 and 48 notice (**Appendix G**) gave notice of the publication of the SoCC and published the application for a DCO, in accordance with Section 47(6)(a) of the PA 2008 and Regulation 4(2) of the APFP Regulations.

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[8] Section 47, Planning Act (2008) Planning Act 2008 (legislation.gov.uk)
[9] Section 48, Planning Act (2008) Planning Act 2008 (legislation.gov.uk)

4.6.51 The combined notice provided the matters required by Regulation 4(3) of the APFP Regulations along with details of the Project and where the SoCC can be inspected, information on how hard copies of documents could be requested and the ways feedback could be submitted. The SoCC was also published on the Project website from 31 August 2022, where it could be accessed free of charge, the revised SoCC was subsequently available on the Project website from 21 September 2022.

4.6.52 The Section 48 notice provided the matters required by Regulation 4(3) of the APFP Regulations including details of the Project, how copies of consultation documents could be obtained, the ways in which feedback could be provided and the deadline for receipt of feedback. The notice also confirmed that the Project is classified as an EIA development and that a PEIR was published as part of the consultation.

4.6.53 Regulation 4(2) of the APFP Regulations requires the Applicant to publish a Section 48 notice for at least two successive weeks in one or more local newspapers circulating in the vicinity of the Project, once in a national newspaper, and once in the London Gazette. In accordance with this requirement, the Section 48 notices and combined Section 47 and 48 notices were published in the local and national publications detailed below:

Table 4.6 Publications containing statutory notices

Publication	Publication date	Statutory notice
Manchester Evening News	5 September 2022 12 September 2022 19 September 2022 22 September 2022	Combined section 47 and 48 notice Section 48 notice Section 48 notice Combined section 47 and 48 notice
The Guardian	5 September 2022 22 September 2022	Combined section 47 and 48 notice Combined section 47 and 48 notice
The London Gazette	5 September 2022 5 September 2022 22 September 2022 29 September 2022	Combined section 47 and 48 notice Section 48 notice Combined section 47 and 48 notice Section 48 notice

4.6.54 These notices were re-published on 22 and 29 September 2022 following postponement of the Stage Two Statutory Consultation due the period of National Mourning following the death of Her Majesty the Queen.

Print and digital advertisements

4.6.55 The formal notices required under Sections 47 and 48 of the PA 2008 were supplemented by advertisements in the following regional newspapers circulating across the consultation zone during the week commencing 29 August and 19 September 2022.

Table 4.7 Print advertisements

Publication	Advertisement 1	Advertisement 2
Knutsford Guardian	1 September 2022	22 September 2022
Northwich Guardian	1 September 2022	22 September 2022
Warrington Guardian	1 September 2022	22 September 2022
Chester Standard	25 August 2022 1 September 2022	
St Helens Star	25 August 2022 1 September 2022	

4.6.56 The first advertisements promoted the consultation and consultation events, included an illustration of the Preliminary Order Limits, and included details of the enquiry and feedback mechanisms. The second advertisements notified consultees of the revised consultation period following the death of Her Majesty the Queen and the updated consultation events schedule.

4.6.57 In addition to the print advertisements listed above, digital advertisements were placed on the websites of the Chester Standard, St Helens Star and Reach plc publications (including the Liverpool Echo and Manchester Evening News), geo-targeted at IP addresses in the Project area. Further advertisements were placed on the websites Google and Spotify, both geotargeted at IP addresses throughout the Project area. For Google advertisements, these were also targeted at key search terms, such as 'HyNet hydrogen pipeline.' Copies of digital advertisements are provided in **Appendix G**.

4.6.58 Content promoting the consultation was posted to the social media pages of the HyNet North West Project on Facebook, Twitter and LinkedIn throughout September and October 2022. Copies of social media posts are included in **Appendix G**.

Press releases

4.6.59 Three press releases were issued to local media during the consultation, copies of which are provided in **Appendix G**. The first, issued 20 September 2022, announced commencement of the consultation, including details of its scope and how local communities could get involved. This release also publicised the revised exhibition event schedule, resulting from the postponement of the consultation period due to the death of Her Majesty the Queen and subsequent period of National Mourning. Coverage of this press release was provided in local newspapers the Chester Standard, Northwich and Winsford Guardian, Runcorn and Widnes World, Warrington Guardian, Warrington Worldwide and Wirral Global. Industry magazine World Pipelines also provided coverage of this press release.

4.6.60 The second, issued 31 October 2022, raised awareness of the upcoming deadline for feedback and encouraged the involvement of local communities. Coverage of this press release was provided in local newspapers the Chester Standard, Northwich and Winsford Guardian, Runcorn and Widnes World, plus Warrington Guardian. Industry publications Hydrogen Central and World Pipelines also provided coverage of this press release.

4.6.61 A final press release issued 11 November 2022, following close of the consultation period, confirmed closure of the deadline for feedback and thanked the participation of local communities. Coverage was provided in local newspapers Chester Standard, Northwich Guardian, Runcorn and Widnes World, Warrington Guardian, plus Warrington Worldwide.

Hard to reach/Seldom heard groups

4.6.62 In addition to the methods outlined above, to ensure that stakeholders were not disadvantaged in the consultation process, the Applicant offered a range of solutions for those requiring additional assistance. These included publishing the consultation brochure in large copy print, audio, or Braille on request. A translation service to provide documents in alternate languages was also available on request.

4.6.63 To support requests for documents in hard copy or alternative formats, the Freephone telephone line and Freepost address were available to facilitate requests throughout the consultation period.

4.6.64 When selecting venues for consultation events, local venues were utilised that were known and accessible by hard to reach/seldom heard groups where possible. In addition, the Project team ensured that all venues had taken reasonable steps to provide access for disabled people.

4.6.65 The Applicant also identified a number of gatekeeper organisations which represent individuals or groups that may need additional activities to take part in the consultation (see **Appendix D**). These groups were emailed on 16 August 2022, four weeks in advance of the consultation launch, to give sufficient time for these organisations to reach individuals and groups, and to define additional support required. Further emails were sent to these groups on 9 and 22 September 2022 to advise of the postponement of the Stage Two Statutory Consultation due to the death of Her Majesty the Queen and to provide the revised schedule of consultation events, respectively.

5. Consultation under the EIA Regulations

5.1 Introduction

5.1.1 This chapter summarises the approach to EIA Scoping and production of the PEIR to inform the Environmental Statement (ES) in the context of demonstrating compliance with consultation requirements under the Infrastructure Planning (EIA) Regulations 2017 (the EIA Regulations).

5.2 Environmental Impact Assessment

EIA Scoping

5.2.1 The Project falls within the provisions of Schedule 1, clause 16(a) of the EIA Regulations as the pipeline for transporting hydrogen gas has a diameter of more than 800 millimetres and a length of more than 40km. As a result of this, the Project automatically requires an EIA. For this reason, no screening request was made to the SoS.

5.2.2 Instead, the Applicant notified the SoS for BEIS on 26 January 2022 under Regulation 8(1)(b) of the EIA Regulations that it proposed to provide an ES in respect of the Project as it is an 'EIA development' in accordance with Regulation 6(2)(a) of the EIA Regulations.

5.2.3 A Scoping Report for the Project was submitted to the Planning Inspectorate on behalf of the SoS on 26 January 2022. The Scoping Report presented the project components and set out the approach to defining the Study Area, baseline data gathering and methodologies for the assessment of likely significant effects, recognising these were not dependent on the final choice of route locations or detailed design of the components. The opinion of the SoS was sought specifically on:

- The environmental topics that should be included in the EIA;
- The relevant components of the Project and the resultant likely significant effects;
- Those effects not likely to be significant that do not need to be considered further;
- The approach to setting the study areas for each topic;
- The data that has been gathered (and will be gathered);
- The assessment methods that will be used to determine likely significant effects; and

- The approach to determining the environmental measures that could be incorporated into the Project to avoid, prevent, reduce or, if necessary, offset significant effects.

5.2.4 In preparing the EIA Scoping Report, regard was had to PINS Advice Note Seven: Environmental Impact Assessment: Process, Preliminary Environmental Information and Environmental Statements.

5.2.5 A Scoping Opinion was subsequently adopted by the SoS on 8 March 2022, and the responses to the Scoping Report from consultation bodies were also provided.

5.2.6 The consultation bodies consulted on the scope of the EIA are listed in Appendix 1 of the Scoping Opinion [10]. This includes prescribed consultees and Section 43 consultees. PINS also identified non-prescribed consultation bodies.

5.2.7 The Scoping Opinion and the consultation body responses were used to inform assessment work and the iterative development of the Project design presented in the PEIR and the resultant ES.

5.2.8 The Scoping Report presented broad route corridors within which the pipeline could be routed and search areas within which HAGIs and BVIs could be located. As the design developed through the Applicant's scheme development process, and as a result of ongoing engagement, these corridors and search areas were modified, resulting in a significant reduction in the maximum extent of land required for the Project[11] from that used at scoping, albeit the infrastructure components remained the same. The Applicant was therefore of the opinion that the Scoping Opinion remained applicable.

5.2.9 The way the scheme design evolved since scoping was described in **Chapter 2**: **The Project** of the PEIR.

5.2.10 In accordance with Regulation 11(1), PINS provided a list (Appendix 1 to the Scoping Opinion) of the bodies consulted on the scoping report, and of the duty imposed on these bodies to make information available to the Applicant. No Regulation 11(1)(c) bodies were identified.

Preliminary Environmental Information Report (PEIR)

5.2.11 The requirement to consult on preliminary environmental information is set out in Regulation 12(1)(b) of the EIA Regulations. Preliminary environmental information is defined in the EIA Regulation as:

- 'information referred to in Part 1 of Schedule 4 (information for inclusion in environmental statements); which:

  (a) has been compiled by the applicant; and

  (b) is reasonably required to assess the environmental effects of the development (and of any associated development).

[10] Knowledge Hub - HyNet North West Hydrogen Pipeline (hynethydrogenpipeline.co.uk)

[11] Now termed the 'Preliminary Order Limits'

5.2.12 The SoCC, prepared under Section 47 of the Planning Act 2008, set out how the PEIR was to be publicised and consulted on. This included confirmation of the relevant consultation bodies required to be notified of the statutory consultation in accordance with EIA Regulation 13. The statutory consultation exercise was carried out in accordance with the SoCC (see **Appendix F**).

5.2.13 The PEIR published as part of the Stage Two Statutory Consultation was the written output of the EIA undertaken to date for the Project. The PEIR was designed to accord with the minimum requirements for an ES as set out in Regulation 14 and Schedule 4 of the EIA Regulations as far as possible based on known information. In preparing the PEIR for consultation, regard was had to PINS Advice Note Seven: Environmental Impact Assessment: Process, Preliminary Environmental Information and Environmental Statements.

5.2.14 The findings presented in the PEIR were based on a preliminary assessment and reflected the design process at that stage and understanding of baseline conditions, allowing for conclusions as to the likely significant effects to be drawn. Although preliminary, the findings of the assessment set out within the report allowed an informed view to be developed of the Project being promoted, the assessment approach that had been undertaken, and drew preliminary conclusions on the likely significant effects and environmental measures proposed.

5.2.15 Where the design was still evolving or further information on baseline conditions were still to be obtained, a precautionary approach was applied to ensure a likely worst-case scenario was assessed in the PEIR. The PEIR presented a level of preliminary assessment appropriate to enable consultees to develop an informed view of likely significant environmental effects of the Project and help inform their consultation responses during the Stage Two Statutory Consultation as part of the pre-application stage. This enabled both the design of the Project and the EIA to take into consideration any comments received through the consultation.

5.2.16 Responses to the Scoping Opinion comments, detailing how they were addressed within the PEIR were set out in each environmental topic chapter.

5.3 Habitats Regulation Assessment (HRA)

5.3.1 Under the Conservation of Habitats and Species Regulations 2017 (the Habitats Regulations 2017), Competent Authorities have a duty to have regard to the Habitats Directive and the Birds Directive in the exercise of any of their functions. This includes undertaking an assessment to determine the likely significant effects of the Project on sites protected under these Directives.

5.3.2 In undertaking an Appropriate Assessment to determine whether there are likely significant effects on a European site, the SoS must consult the appropriate statutory nature conservation body (Natural England) and have regard to any representation that it makes. Natural England is also commonly consulted in the process of screening projects to establish whether an appropriate assessment is required. Further, Regulation 63(4) directs the Competent Authority to consult the general public where appropriate.

5.3.3 Although there is no statutory requirement under the Habitats Regulations for an applicant to undertake consultation to support this process, there is a legal requirement to provide the information necessary to enable to Competent Authority (the SoS in their role as the decision maker) to comply with their duties under Regulation 63 of the Habitats Regulations 2017.

5.3.4 To support this process, information collated at the point of the Stage Two Statutory Consultation to support the HRA process was published with the PEIR. This comprised a HRA Screening Report detailing the scope, approach and conclusions of the HRA screening in respect to the impact of the Project on the qualifying interest features of all European sites screened into the assessment.

5.3.5 In preparing the HRA Screening Report for consultation, regard was had to PINS Advice Note Ten: HRA relevant to nationally significant infrastructure projects.

6. Regard to Feedback to the Stage Two Statutory Consultation

6.1 Introduction

6.1.1 This Chapter outlines the feedback mechanisms made available for consultees to provide representations about the Project. It also provides details of the number of representations received and details the procedures and processes for analysing consultation feedback.

6.2 How Consultees could Respond

6.2.1 The following channels were made available to facilitate the submission of consultation feedback:

- Online via the interactive feedback map – An interactive map was available on the Project website through which consultees could provide feedback against a particular location.
- Online via the feedback form – An online feedback form was available on the Project website which could be completed electronically.
- Email feedback – Feedback could be submitted to the Project email address listed on all consultation materials.
- Hard copy feedback forms – Hard copy feedback forms were available at exhibition events, Information Points, and downloadable from the Project website.
- Hard copy white mail – Freeform hard copy responses, such as letters, could be submitted in writing to the Freepost address at 'FREEPOST HYNET NWHP.'

6.2.2 A freephone telephone line was available for consultees to ask any questions during the consultation period. Consultation feedback could not be provided via the telephone line.

6.2.3 No requests for support were received during the Stage Two Statutory Consultation.

6.3 Feedback Received

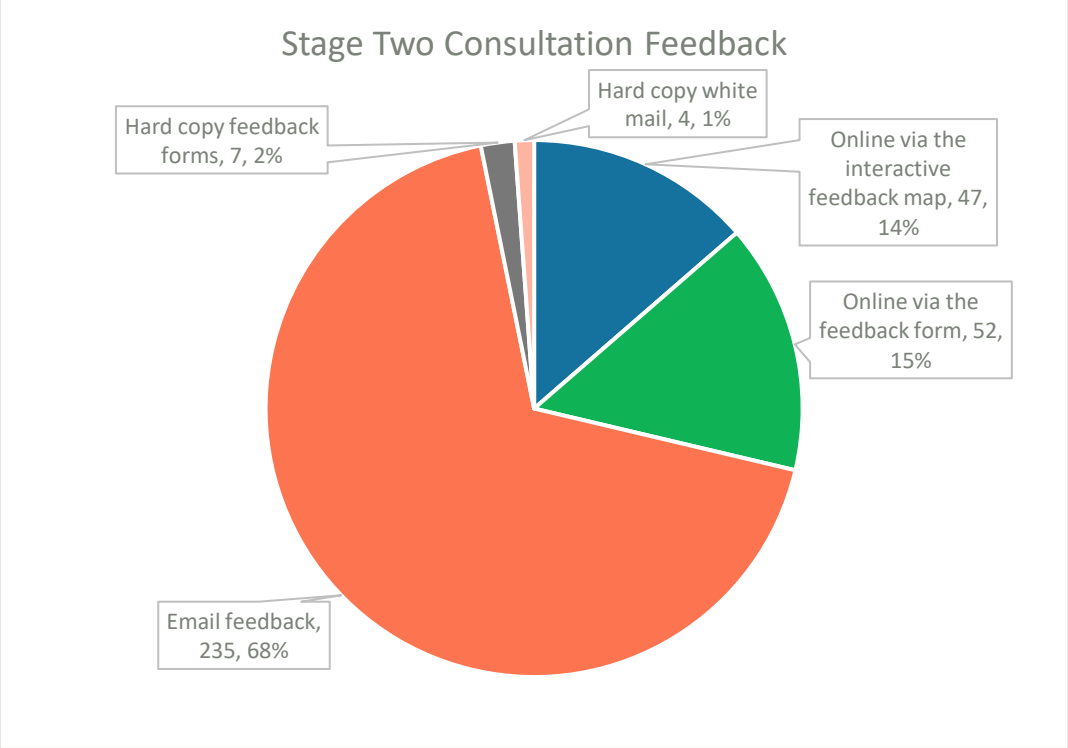
6.3.1 A total of 345 pieces of feedback were received in response to the Stage Two Statutory Consultation.

6.3.2 Representations were received from local authorities, national and local organisations, persons with an interest in land, and the local community. The feedback comprised:

- Online via the interactive feedback map – 47
- Online via the feedback form - 52
- Email feedback - 235
- Hard copy feedback forms - 7
- Hard copy white mail – 4

6.3.3 33 phone calls were received during the consultation period. Phone calls included general questions about the Project, queries about the events (when in-person events were taking place or how to sign on to online events), requests for documents, landowner queries and questions about how to use the interactive map.

Figure 6.1 Feedback received at Stage Two Statutory Consultation by type



6.3.4 A late response was received from Urenco UK Ltd on 30 November 2022, after close of the consultation period, confirming that no issues were anticipated regarding the impact of the Project on the Capenhurst Nuclear Licensed Site.

6.4 Data Processing and Analysis

6.4.1 All representations received were logged with a unique identification number before being uploaded into a coding software platform for analysis.

6.4.2 The purpose of the coding platform is to create a ‘coding framework’ which provides a list of themes and topics (codes) raised by the consultation feedback, from which the feedback can be organised. The coding framework was regularly updated to reflect any new themes and topics that were identified and reviewed to ensure there was no duplication or fraudulent feedback.

6.4.3 The framework was applied by analysts to all feedback received, to capture and organise the issues raised in a systematic way to ease interrogation and analysis.

6.4.4 Once the coding framework had been applied to the feedback received, the Applicant grouped similar themes together and organised them into categories. Summaries of the feedback by theme and topic were provided to technical specialists within the Project team together with the full consultation responses to enable them to consider feedback and consider it within the design, assessment and evaluation processes.

6.4.5 All personal data received as part of the consultation was processed in accordance with relevant confidentially standards and legislation, including the General Data Protection Regulation (GDPR) 2018.

6.4.6 A record of the collated feedback received in response to the proposals is provided in Chapters 7 to 23 of this Consultation Report. Feedback has been divided into 17 topics, with a chapter per topic that summarises the issues raised by consultees, grouped by consultee type. These summaries provide a clear and objective overview of the views expressed by consultees and have been broken down using sub-headings. Where sub-headings are not presented this is because no feedback was received from this stakeholder group on this topic.

6.5 Quality Assurance

6.5.1 Quality assurance measures were put in place to ensure that responses were accurately captured and analysed.

6.5.2 A minimum of 10% of the coding of each analyst was quality checked or verified. This was undertaken through a back-checking exercise, which required double-coding each coder's outputs to ensure consistency in approach. In the event of errors being found within this 10% quality sample, a full review of the coders work was undertaken by a senior member of staff.

6.5.3 Team meetings were held, and updates issued to discuss the process and compare working notes to ensure a consistent and accurate approach was taken by each analyst. The Project team also reviewed the summary and raw data reports and provided feedback to analysts on their content.

6.6 Cadent's Response

6.6.1 Following identification and categorisation of the feedback, the Applicant considered feedback received as part of its ongoing design, assessment and evaluation processes for the Project.

6.6.2 A summary of how the Applicant has had regard to the consultation feedback is provided under each of the topic Sections (7 to 23) of this Report. This response follows the summary of the consultation feedback received.

7. Above Ground Installations

7.1 Introduction

7.1.1 As part of the Stage Two Statutory Consultation, the Applicant sought feedback in relation to its proposed application, which included the Preliminary Order Limits within which the Project was proposed to be located. Respondents were asked to share their views on the potential HAGI and BVI locations identified.

7.1.2 This chapter provides a summary of the relevant consultation feedback received from prescribed consultees, local authorities, members of the public and wider stakeholders grouped under the following headings:

- Design;
- Green Belt;
- Location; and
- Visual impact.

7.1.3 The comments of consultees are captured comprehensively below. Any omissions in the discussion below with regard to the specific consultee groups indicates that there was not a response from consultees within that category.

7.2 Design

Section 42 Consultees

Prescribed Consultees

7.2.1 The Canal and River Trust commented that information on the design and screening of HAGIs had not been provided.

7.2.2 National Grid Electricity Transmission advised that any buildings forming part of the Project must not be built directly beneath the overhead line and be no closer than 5.3m to the lowest conductor. It also said that safe clearances for existing overhead lines must be maintained.

Section 47 Consultees

Members of the public

7.2.3 Members of the public expressed concerns about the proposed sizes of HAGIs and BVIs, particularly for the options in the High Legh area, suggesting that they be designed to minimise noise impacts. Further comments proposed the provision of a dedicated access road to the Warburton HAGI to improve security and reduce fly tipping.

7.3 Green Belt

Section 42 Consultees

Local Authorities

7.3.1 Cheshire East Council and Cheshire West and Chester Council said the construction of HAGIs within the Green belt did not meet the criteria for acceptable forms of development in the Green Belt set out in the National Planning Policy Framework (NPPF) and Cheshire East Local Plan Strategy. They highlighted that very special circumstances would need to be clearly demonstrated for construction to take place.

Persons with an Interest in Land (PILs)

7.3.2 A PIL identified that that East Block Valve option 1 (EBV1) was located in Green Belt land and raised similar concerns to Cheshire East Council and Cheshire West and Chester Council (para 7.3.1.).

Section 47 Consultees

Members of the public

7.3.3 Members of the public frequently raised concerns about the siting of Above Ground Installations (AGIs) on Green Belt land, sharing similar sentiment as PIL respondents (para 7.3.2) and as Cheshire East Council and Cheshire West and Chester Council (para 7.3.1).

7.4 Location

Section 42 Consultees

Local Authorities

7.4.1 Cheshire West and Chester Council identified RSH1 to be the most favourable location option for the Rocksavage AGI and that Central Hub HAGI option 2 (CHH2) was its preferred option subject to survey results.

7.4.2 Trafford Council identified that the location for the Partington HAGI and associated temporary compound were within the Voltage Park industrial development site. Trafford Council similarly highlighted that the proposed location for the Partington HAGI is sited on land identified for employment development in the New Carrington Masterplan.

Prescribed Consultees

7.4.3 The Canal and River Trust highlighted its ownership of land within the Preliminary Order Limits close to the Rocksavage HAGI options.

7.4.4 Dunham Massey Parish Council expressed concern about the proximity of the Warburton HAGI to the Trans Pennine Trail, suggesting it be sited on brownfield land.

7.4.5 INOVYN said the proposed site of the Runcorn HAGI was unsuitable due to its historic land use and existing assets in its vicinity. It also considered that the HAGI proposed for land off the A530 King Street was not necessarily the best location for a connection to the proposed gas storage facility, requesting protective provisions to protect and maintain its assets and requesting further engagement on both HAGIs.

7.4.6 Historic England said that the BVI option SBV1 (understood to refer to EBV1) should be discounted due to its potential to impact on the setting of the Swineyard Hall listed building. It also considered that the Warburton HAGI could potentially impact on the settings of heritage assets. Historic England expressed support for options SBV3 or SBV5 if combined with route option SP1 and similarly shared support of RSH2 or RSH3 over RSH1.

7.4.7 United Utilities raised concerns about the proximity of water infrastructure to the Clock Face, Warburton, St Helens and Hydrogen Production Plant HAGI, Rocksavage HAGI options 2 and 3 and South Block Valve options 2 and 3. It similarly highlighted that Higher Walton HAGI options 1 and 2 were close to a reservoir flood path recommending that reservoir flood paths should be avoided where possible when choosing locations for HAGIs.

Persons with an Interest in Land (PILs)

7.4.8 PILs expressed a preference for the Higher Walton HAGI option 2 (HWH2) as it avoided the siting the HAGI within the Moore Nature Reserve and that option 1 would significantly impact on local businesses.

7.4.9 The National Trust said that the Warburton and Partington HAGIs proposed near to Dunham Massey Estate would impact on the historic setting including the Dunham Woodhouse Conservation Area. Another PIL shared concern about the impact of noise from HAGIs on wildlife and local communities.

7.4.10 A PIL said that the location of EBV1 was not appropriate due to narrowness of the road access for heavy vehicles. They also said it would be sited on land including newly constructed residential property, rather than as described in consultation materials. Another PIL identified that options for the BVI in the East Corridor are located on privately owned land and create ecological impact to large areas of land. They shared particular concern that the site of one of the options was Grade 2 Soil as evidenced with a Natural Capital Assessment Map.

7.4.11 Cemex UK Operations Limited requested further dialogue regarding the potential for a BVI on its land north of the A556. Frodsham & District Wildfowlers Club objected to the location of RSH1 within land in its ownership, impacting on its activities, consequently leading to a detrimental impact on its income.

7.4.12 E & D Littler & Son suggested that the necessity of BVIs be reconsidered or be made temporary and requested alternately that BVIs be sited as close as possible to field boundaries if they are necessary.

7.4.13 Runcorn Rowing Club considered that the Rocksavage HAGI options would not impact its activities.

Section 47 Consultees

Members of the public

7.4.14 Members of the public frequently considered that the siting of the Warburton HAGI would impact nearby residential properties, agricultural and green belt land, the Trans Pennine Trail and local wildlife.

7.4.15 Respondents expressed concerns about cumulative impacts from the HAGI and existing natural gas AGI and considered that the siting of the Warburton HAGI would require the use of a longer section of the road for access. Some consultees suggested that the HAGI be positioned within one field, whereas other respondents proposed instead that hydrogen be piped from the Partington HAGI to the existing natural gas AGI on Carrgreen Lane.

7.4.16 Objections were also raised to the location of BVI option EBV1 due to its location on agricultural land. Respondents considered the location to be inappropriate due to narrow roads around the site being unsuitable for Heavy Goods Vehicles (HGVs), suggesting the BVI would devalue local property.

7.4.17 Respondents proposed that the BVI be located on brownfield sites or closer to main arterial roads including the A50 to enable easier construction access. Further comments, however, objected to these options on the basis of their visual impact on High Legh.

7.4.18 Members of the public shared concern that the CHH1 option for the Central Hub is in close proximity to residential properties. They said that the impact of the Central Hub on residents should be minimised wherever possible. A member of the public shared concern that the location of the Central Hub is in close proximity to existing transportation infrastructure and waterways, suggesting the Central Hub HAGI, CHH1 and CHH2 are located further south on the south side of Weaverham.

7.4.19 A member of the public considered that access to the CHH1 option for the Central Hub from Northwich Road would cause greater traffic disruption than CHH2. A further member of the public similarly supported CHH2 due to its perceived lower traffic and visual impacts.

7.4.20 Members of the public also shared general concerns about the impact of noise from HAGIs on wildlife and local communities. A further respondent commented that the pipeline route should be amended to allow for more suitable locations for BVIs.

Businesses and Community Groups

7.4.21 A business said that the proposed access route to the BVI option EBV1 in High Legh was unsuitable for HGVs as these routes have a weight limit and an existing culvert, having recently collapsed. It also remarked that option EBV1 could impact the neighbouring properties with increased noise and traffic during regular/scheduled operation and maintenance activities.

Wider Stakeholders

7.4.22 The British Horse Society advised that the siting of HAGIs and BVIs must not obstruct public rights of way and avoid adjacency to bridleways and byways to reduce impacts on equestrians.

7.4.23 Councillor Michael Whetton said that local residents question the desirability of siting a HAGI in the Warburton area when there are potentially better options available.

7.4.24 Cheshire Wildlife Trust requested that all HAGIs within Local Wildlife Sites be re-located, advising that the location of HAGIs around Frodsham, the Weaver Bend, Moore Nature Reserve and Fiddlers Ferry should only be determined following a full HRA informed by multiple consecutive years of wintering bird surveys. It also identified a perceived lack of habitat and species survey data, indicating that this made it difficult to determine which HAGI locations would be preferable. It said that, in the absence of detailed habitat and species survey data, they preferred HWH2 option for the Higher Walton HAGI.

7.4.25 Cheshire Wildlife Trust emphasised that HAGI locations should not be assessed in isolation as the proposed route options that stem from these HAGI locations lock the route design in one direction or another.

7.4.26 High Legh Estate said that an option for the location of a BVI on the East Corridor was on a Grade 2 field planned for organic farming in its ownership. It therefore requested that other potential locations for the BVI are considered.

7.5 Visual Impact

Section 42 Consultees

Prescribed Consultees

7.5.1 The Canal and River Trust considered that the CHH2 option for the Central HAGI would have a lower visual impact than CHH1 and shared concerns about the visual impact of HAGIs on waterway corridors.

7.5.2 Dunham Massey Parish Council and Warburton Parish Council expressed concern about the visual impact of the Warburton HAGI on the Trans Pennine Trail and other paths. Dunham Massey Parish Council suggested that this contradicted proposals in the Places for Everyone Plan and the proposed Trafford Local Plan, which both emphasise the importance of maintaining the character of rural areas and their importance in terms of leisure and tourism.

7.5.3 Little Leigh Parish Council said that all HAGIs and BVIs should be as unobtrusive and as well screened as possible.

Persons with an Interest in Land (PILs)

7.5.4 PILs including the National Trust expressed concern about the visual impact of the Warburton and Partington HAGIs on Dunham Massey and the Dunham Massey Estate and its landscape character and the Hydrogen Storage HAGI on the surrounding area.

Section 47 Consultees

Businesses and Community Groups

7.5.5 A business expressed concern about the visual impact of option EBV1 due to its potential to obstruct countryside views decreasing property values.

7.6 How has feedback influenced the Project

7.6.1 As summarised above, a range of comments were received from consultees in relation to Above Ground Installations. A summary of how feedback has been considered is provided below.

7.6.2 In response to the request form the Canal and Rivers Trust for more information on the design of the HAGI, the information to be presented at Stage Three Statutory Consultation includes specific plans at each HAGI location and in response to comments received, the landscaping proposed (**The Landscape and Ecology Management Plan**).

7.6.3 Information provided at Stage Three Statutory Consultation also includes for an assessment of the visual appearance of the HAGIs and BVIs and the approach to be taken to the control of operational noise. In response to the Wildlife Trust a substantial amount of ecological survey information is now presented within the Draft ES with the results of 2024 surveys to be provided with the submission documentation in 2025.

7.6.4 In response to the concern of Trafford Council, two alternative HAGI locations are now proposed at Partington, one on the site of a former gasometer and one, a greenfield site outside of the current employment area.

7.6.5 The Applicant recognised suggestions from respondents for the identification of a brownfield site alternative for the Warburton HAGI or for hydrogen to be piped from the Partington HAGI to the existing above ground installation on Carrgreen Lane. In response to these suggestions, the Applicant considers that the Warburton HAGI would need to be located close to the existing above ground installation on Carrgreen Lane to retain the potential to blend hydrogen into the existing gas network. The Applicant further considers that locating the HAGI further away would require an additional pipeline to link the two, with additional cost and environmental impact. In response to this, the Applicant can confirm that it would not be effective to present any additional options further from the existing AGI and instead maintains the location that was consulted upon.

7.6.6 Objections and comments were also received around the siting of the temporary construction compound for the Warburton HAGI, due to its proximity to residential properties. In response to this, the Applicant has removed its proposal to locate a construction compound on land between Carrgreen Lane and Dunham Road. In response to concerns about the visual impact of siting the Warburton HAGI on agricultural land, the Applicant has reduced the size of the temporary construction compounds. Landscaping is also proposed.

7.6.7 Comments were received suggesting that the location of BVI option EBV1 was unsuitable due to its visual impact, the road access around the site being narrow, and its siting in an area prone to flooding. Other comments shared support for options EBV2 and EBV3 as more appropriate options on the basis of improved access and reduced impacts on agricultural land. Historic England's comment on SBV12 is understood to refer to EBV1 which is approximately 1.5km from the listed Swineyard Hall. In response to these representations, the Applicant did not select EBV1 as the preferred BVI location and instead opted for option EBV3 (which avoids land controlled by the High Legh estate).

7.6.8 Inovyn expressed concern regarding the proposed HAGI to be located alongside its proposed hydrogen storage facility. Discussions have continued with Inovyn since Stage Two Consultation and the limit of deviation for this HAGI location has been extended to ensure that the final location and be compatible with Inovyn's plans.

7.6.9 The Applicant recognises concerns raised about the siting of above ground installations on Green Belt land, due to protections on such land. The Design Evolution Report, updated following the Stage Two Statutory Consultation, provides the justification for the location of HAGIs and the Green Belt considerations.

7.6.10 The selection of the Central Hub HAGI has been informed by the responses received. The chosen location is set back from the local road network and nearby dwellings. An existing access would be used which would be separate from that currently used by the existing, commercial business.

7.6.11 Recognising that the HAGIs and BVIs could potentially affected footpaths and Bridleways including the Trans Pennine Trail, consultations have been held with local authority footpath officers and user groups. The **Draft Outline PRoWMP** has been updated following their advice.

7.6.12 The location of the southern BVI has been informed following subsequent discussion with Cemex whilst the option for a HAGI (RSH1) which was objected to by the Frodsham & District Wildfowlers Club has not been taken forward.

8. Alternatives

8.1 Introduction

8.1.1 As part of the Stage Two Statutory Consultation, the Applicant sought feedback in relation to its proposed application, which included a presentation of the Preliminary Order Limits within which the Project is proposed to be located.

8.1.2 This Chapter provides a summary of the relevant consultation feedback received from prescribed consultees, local authorities, members of the public and wider stakeholders grouped under the following headings:

- Alternative route options; and
- Alternative schemes.

8.1.3 The comments of consultees are captured comprehensively below. Any omissions in the discussion below with regard to the specific consultee groups indicate that there was not a response from consultees within that category.

8.2 Alternative Route Options

Section 42 Consultees

Local Authorities

8.2.1 Shropshire Council highlighted that it was exploring a potential future hydrogen local economy in Shropshire and said that it would be keen to discuss the viability of extending the HyNet hydrogen distribution network to northern Shropshire.

Persons with an Interest in Land (PILs)

8.2.2 PILs requested that a route is considered to ensure impacts to ancient woodland and the countryside are minimised. Alternative routes suggested included a route between Stone Hayes Lane Barnton to Anderton and other routes that do not lead to root damage or loss of trees in ancient woodlands.

8.2.3 Frodsham and District Wildfowlers Club Ltd said that alternative route options had not been sufficiently explored or assessed and considered the rationale for the current proposed routeing had not been adequately explained. Peel L&P similarly considered that there were technical shortcomings associated with the pipeline proposals, in light of potential alternatives.

8.2.4 Peel L&P requested consideration of three alternative routes:

- A route running parallel to an existing high-pressure pipeline that runs north-south through the Fiddlers Ferry Golf Course, which they considered would avoid any impact on the Fiddlers Ferry Power Station redevelopment;
- A route running further south, closer to the M56, routeing around the Protos site; and

- Moving the pipeline further west, reducing the extent to which the pipeline conflicts with its proposed Warrington South West Urban Extension development.

Section 47 Consultees

Members of the public

8.2.5 A member of the public requested that an alternative route should be considered between Stone Heyes Lane Barnton to Anderton as it would reduce the impact on the community.

8.3 Alternative Schemes

Section 42 Consultees

Persons with an Interest in Land (PILs)

8.3.1 A PIL questioned the need for a blue hydrogen facility in Warburton, given the proposed green hydrogen facility in Carrington with planning permission granted.

8.4 How has Feedback Influenced the Project

8.4.1 As summarised above, a range of comments were received from consultees in relation to alternatives. A summary of how feedback has been considered is provided below.

8.4.2 Comments were received suggesting that alternate routes be selected for areas where there is potential for root damage or the loss of trees within ancient woodland as a result of the proposed route. In response to these, the Applicant has since refined, where possible, the pipeline route to avoid woodlands where an open-cut method of construction is used and it has proposed trenchless crossings under ancient woodlands. The route which is presented at Stage Three Statutory Consultation has been informed by a comprehensive aboricultural assessment.

8.4.3 In response to comments about the approach to crossing the River Mersey near the former Fiddler's Ferry power station, the Applicant has selected a new route that avoids the Fiddler's Ferry site and the related allocation in the Warrington Local Plan. In response to a request that the pipeline be moved west to avoid conflicting with proposed development at the Warrington South West Urban Extension, the Applicant changed the route to follow an existing utility corridor through it, noting that this development proposal does not feature within the adopted Warrington Local Plan 2023.

8.4.4 Concern was raised that alternate route options had not been sufficiently explored and assessed. The Applicant consequently modified and reduced the area of the Preliminary Order Limits following the Stage Two Statutory Consultation, removed an option for a HAGI and selected an option to cross the Weaver Navigation south of the M56. In response to similar comments requesting alternate routeing closer to the M56 to avoid impacting on the expansion of the Protos Energy Park, the Applicant met with the respondent and considered that the route runs as close to the M56 as possible, given constraints from existing utilities. In response to a request for consideration of an alternative route between Barnton and Anderton, the Applicant has removed the Northwich Spur following discussions with Tata Chemicals Europe.

9. Construction

9.1 Introduction

9.1.1 As part of the Stage Two Statutory Consultation, the Applicant sought feedback in relation to its proposed application, which included a presentation of the Preliminary Order Limits within which the Project is proposed to be located.

9.1.2 This Chapter provides a summary of the relevant consultation feedback received from prescribed consultees, local authorities, members of the public and wider stakeholders grouped under the following headings:

- Construction approach;
- Construction areas;
- Construction impacts;
- Construction noise;
- Construction programme;
- Construction traffic;
- Construction workers; and
- Public rights of way.

9.1.3 The comments of consultees are captured comprehensively below. Any omissions in the discussion below with regard to the specific consultee groups indicates that there was not a response from consultees within that category.

9.2 Construction Approach

Section 42 Consultees

Local Authorities

9.2.1 Cheshire East Council and Cheshire West and Chester Council both requested information on the likely level of construction waste anticipated to be generated during the process, along with the anticipated method of management and volumes likely to require offsite disposal. Cheshire West and Chester Council also said a pipeline construction management plan for both the pipe working corridor and compound areas was required, which should include detail on how impacts on the existing landscape and soil structure can be minimised or mitigated. It said that tables should reference the Borough in which the crossing point is located, rather than X&Y coordinates. It identified that there are common concerns with those of High Speed 2 (HS2) affecting similar geographical areas for the construction and operation of the two schemes.

9.2.2 Cheshire West and Chester Council requested that night-time work only be considered as a last resort. Where night-time works are proposed, it requested greater information to consider before they could offer support in-principle. Similarly, Trafford Council requested that construction work does not take place past 1pm on a Saturday wherever possible and stated that operational hours of work should be discussed and agreed with Trafford Council prior to commencement. Warrington Borough Council expressed that the Project avoids continuous 24-hour construction work.

9.2.3 Trafford Council also said a noise mitigation and management plan should be developed and provided for its review prior to the commencement of construction. It also considered that there should be an HGV ban on construction routes, including the A6144, between 08:00-09:00 and 15:00-18:00 every school day.

9.2.4 Warrington Borough Council expressed that a detailed Construction Environmental Management Plan (CEMP) should be developed. It said that should any on-site lighting be required; it should be carefully positioned to ensure that adverse impacts on residential amenity are minimised.

Prescribed Consultees

9.2.5 The Canal and River Trust said that all installations interfacing with its waterways and assets should comply with its third party works Code of Practice. It stated that the route and depth of pipeline crossings, method statements and associated ground investigations will require approval from its geotechnical specialists via the Code of Practice process. Similarly, the Environment Agency supported the inclusion of a Code of Construction Practice prior to the commencement of construction

9.2.6 The Canal and River Trust and the Environment Agency suggested that Horizontal Directional Drilling would be the preferred method of installation. The Trust also said that where any construction works or access/haul routes are near to its waterways, measures would need to be put in place to protect the waterway from silt or contaminated runoff. National Grid Electricity Transmission said that drilling or excavation works should not be undertaken if there is potential to disturb or adversely affect the foundations of any existing pylon tower. National Highways identified that any third-party works involving trenchless installations under its road network require geotechnical certification and a Section 50 agreement. SP Energy Networks said that specific reference to working around its assets would need to be included in any draft construction management plans.

9.2.7 The Canal and River Trust advised on what they considered should be included in the CEMP.

9.2.8 Forestry England requested that the Project consider opportunities for the maintenance of existing access or for improvements to access to its woodlands to be included as part of the proposed mitigation.

9.2.9 Little Leigh Parish Council requested that trenched land be fully reinstated after, including fences, Cheshire railings and native hedging. It recommended that the land should be restored to the prework condition, or better.

9.2.10 Natural England recommended that all soil handling operations be carried out in accordance with methodology detailed within the Soil Management Plan and Peat Management Plan and that land under AGIs be replaced after decommissioning, with reference to the baseline Agricultural Land Classification (ALC) Grade. It also said that all soil and peat resources be sustainably reused on-site.

9.2.11 Sport England proposed that temporary mitigation may be required at the Moore Rugby Club whilst construction works are taking place. It also advised that a ball strike assessment and associated fencing may also be required.

9.2.12 United Utilities advised the following points with regard to construction:

- Building over or close to a water main would not be acceptable;
- Building over or close to a public sewer is prohibited;
- Any construction activities in the vicinity of its assets must comply with its "Standard Conditions for Works Adjacent to Pipelines" and national building standards;
- Any approach to construction be subject of a CEMP;
- Any construction and permanent development in floodplains should be avoided wherever possible and where not possible permanent mitigation compliant with NPPF; and
- No construction should commence until a detailed drainage design has been assessed and accepted by them in writing.

Persons with an Interest in Land (PILs)

9.2.13 A PIL said that the trenchless tunnelling under canals would require 24-hour tunnelling, contrary to local planning regulations. Another PIL suggested that construction works should be considerate of overhead power distribution cables.

9.2.14 Dutton Hall Farm, E&D Littler & Son and a further PIL considered that topsoil and subsoil would be mixed and not restored correctly following the construction of the pipeline. They also said that a pre and post drainage scheme should be provided to landowners prior to the commencement of construction works. Similarly, Frodsham & District Wildfowlers Club Ltd commented that the extent of soil stripping within the width was unclear and that if soil stripping is not proposed within the working width, there is a risk of soil compaction or degradation of soil condition.

9.2.15 Dutton Hall Farm and another PIL both advised that during construction phase, boundary fencing should be placed to ensure the safety of construction staff, farm staff and livestock.

9.2.16 Dutton Hall Farm considered that the area of the Trent and Mersey Canal near Bartington was not suitable for drilling.

9.2.17 Network Space requested that construction works are made compliant with the New Roads and Street Works Act 1991.

9.2.18 Peel L&P highlighted the importance of understanding the crossing technique to ensure sufficient land is available for the construction, as this may necessitate additional land take beyond the trenchless crossing compounds identified. It also said that for working practices at the crossings of waterways should incorporate sufficient measures to safeguard the structural integrity of waterways as there are engineering complexities associated with the Bridgwater Canal.

9.2.19 Prior to any approval of works, Peel L&P requested visibility of technical drawings, designs and method statements to review and provide comments. It also said that if the Project is confirmed as a Major Accident Hazard (MAH) pipeline, it would need to be rerouted or the thickness of the pipe walls increased to avoid incompatibility with its facilities. Peel L&P also suggested that there are some potential impacts on them as a landowner regarding dewater trenches during wetter periods of the construction period.

Section 47 Consultees

Members of the public

9.2.20 A member of the public said that the pipeline section along Gainsborough Road/Loushers Lane should be constructed using a boring method. A further respondent proposed that modern construction methods should be used to reduce the width of the Preliminary Order Limits.

9.2.21 A respondent requested information on how noticeable the construction work will be, including how construction sites will look once the work is complete.

9.2.22 A member of the public suggested alternatives for the proposed location of the construction Staging Post for RN13 should be considered, expressing concerns regarding safety and suitability.

Businesses and Community Groups

9.2.23 Flowtech Fluidpower Group and Orange County suggested that the Project considers using Brugg Pipework to support the construction requirements.

9.2.24 Tatton Group recommended that the pipeline be built in the narrowest possible corridor to minimise effects on agricultural land.

Wider Stakeholders

9.2.25 Cheshire Wildlife Trust said that sensitive construction techniques, such as trenchless crossing, be utilised to minimise effects on Local Wildlife Sites.

9.2.26 National Farmers' Union requested that its wording be included in the Outline Code of Construction. It also requested opportunity to agree elements of the Code of Construction ahead of submission of the application for a DCO. It welcomed the approach to stripping soils and storing in line with the Defra Construction Code of Practice for the Sustainable Use of Soils on Construction Sites.

9.3 Construction Areas

Section 42 Consultees

Local Authorities

9.3.1 Cheshire West and Chester Council considered that a joined-up approach is required for construction compounds to minimise adverse impacts on communities.

9.3.2 Warrington Borough Council said that certainty would be required to ensure that each construction compound has adequate space to accommodate storage of materials and plant, manoeuvring space for vehicles and parking provision. Warrington Borough Council also identified that should Warrington Spur option 2 (WSp2) be chosen, the temporary construction area would impact allotments west of the A5060.

Prescribed Consultees

9.3.3 The Canal and River Trust supported the intention to install interceptor drains and water treatment in temporary construction areas.

9.3.4 Forestry England requested that the Project ensure safe access or diversions are in place around recreational facilities during construction works.

9.3.5 United Utilities raised concern about the proposed materials storage area located on top of the Vyrnwy Aqueduct and identified a temporary construction compound located on the Vyrnwy Aqueduct, near to a pressurised sludge main. United Utilities recommended that construction activities be situated away from sensitive groundwater protection areas and that construction compounds not be located on top of its apparatus, as it requires unrestricted access to discharge statutory duties.

Persons with an Interest in Land (PILs)

9.3.6 PILs often identified that brownfield land is available at Higher Whitley for construction storage. Another PIL proposed that temporary construction areas be returned to agricultural use post construction.

9.3.7 Some PILs raised concern about the proximity of the temporary construction areas on residential properties such as off the A533 Northwich Road. Further, another PIL said that the construction area off A49 Tarporley Road be relocated further to the east. Other PILs, including Encirc and Frodsham & District Wildflowers Club raised objection to the inclusion of privately owned land located within the temporary construction areas.

9.3.8 A PIL considered that New Dairy Farm would be affected by land take required for the temporary construction areas off the A5117.

9.3.9 Dutton Hall Farm, E&D Littler & Son and a further PIL raised concerns that topsoil will not be replaced or that topsoil will be imported from alternative sites. They all also said that heavy plant, vehicles and materials stored at temporary construction areas would cause deep compaction to the land impacting soil structure and future productivity.

9.3.10 Dutton Hall Farm asked the temporary construction area proposed on land at The Malt House be removed and said that they would be impacted by land take from temporary construction areas off A533 Northwich Road. It also said that the temporary construction area alongside the Trent and Mersey Canal includes agricultural land and that it and the temporary area next to the A533 Northwich Road be relocated to the east alongside Dean Brook. Dutton Hall Farm said that the area of the Trent and Mersey Canal near Bartington is not suitable for a temporary construction area.

9.3.11 Encirc said that the Preliminary Order Limits off Ash Road is not possible, suggesting that the Project had confused two unconnected roadways, and that it includes a working railway.

Section 47 Consultees

Members of the public

9.3.12 Members of the public raised objection to the siting of temporary construction areas close to residential properties, saying that temporary construction areas in the West Corridor would exacerbate existing disruption in the area. Some members of the public suggested that temporary construction areas should be returned to agricultural use following construction and that these areas maintain their protected, greenbelt status. Several respondents recommended that waste bins be provided, and CCTV installed at access roads.

9.3.13 Members of the public made comments in relation to the temporary construction area serving the Warburton HAGI, including their impact on the health and wellbeing of local residents, requesting it be relocated. Further comments said that it would result in visual impacts on views from the Trans Pennine Trail and the Bollin Valley. A respondent identified that it was sited on Grade 2 agricultural land and on a designated compound field prone to flooding. Other members of the public said that it be as close to the HAGI and as compact as possible minimising effects on Carrgreen Lane and green belt agricultural land. A respondent proposed that it be relocated to scrubland along Sinderland Road or brownfield at Carrington for better road access.

9.3.14 Other members of the public said the proposed construction storage area south of Carrgreen Lane was inappropriate due to likely adverse traffic impacts creating noise and dust pollution. Respondents also objected to the positioning of the proposed storage facility due to its visual impact from residential properties and the Trans Pennine Trail. Members of the public alternately proposed that the construction storage area be sited north or north-east of Carrgreen Lane minimising disruption and providing safer access for emergency vehicles from Dunham Road. A further respondent considered this siting appropriate if traffic and

visual impacts are mitigated, positioning it to the south-eastern end of Carrgreen Lane as far from residential properties as practicable.

9.3.15 In relation to temporary construction areas off A49 Tarporley Road, comments received included that these were close to residential properties and that they be relocated to the east of the road to minimise impacts. Objection was raised to the inclusion of privately owned residential land within the temporary construction areas. A member of the public considered the temporary construction area off Grimsditch Lane unsuitable due to its close proximity to residential properties, advising that access would be more suitable from the A49 or A533. A further respondent said that the field adjacent to the A49 at Acton Bridge was unsuitable for a construction area due to frequent flooding.

9.3.16 Members of the public objected to the siting of a temporary construction area on Higher Lane, suggesting it be relocated to more industrial location to reduce traffic and visual impacts. Further respondents considered the site to be a flood risk, due to the clay soil and that the staging post may exacerbate the flooding problem. It was requested by a member of the public that construction compounds within the temporary construction area be as small as possible.

9.3.17 A member of the public objected to the siting of temporary construction areas on Eaton Lane.

Businesses and Community Groups

9.3.18 Tatton Group noted the proximity of a temporary construction area to the dairy complex on its Bostock Green Estate, which it advised may disturb milking heifers and animal welfare. It said the number and size of temporary construction areas appeared excessive and raised concern that alternative sizes and locations had not been identified. The Group suggested the temporary construction area be moved away from the Bostock Green Conservation Area.

Wider Stakeholders

9.3.19 Councillor Michael Whetton said that residential properties close to construction storage sites may be impacted and that local residents along the East Corridor are concerned by the locations of temporary construction activity.

9.3.20 Trans Pennine Trail said that temporary construction compounds should not be located on the Trail unless a safe, approved diversion is agreed. It asserted that should the Trail be used for compound storage; it must be fully reinstated by the Applicant.

9.4 Construction Impacts

Section 42 Consultees

Local Authorities

9.4.1 Cheshire West and Chester Council shared concern that the noise assessment identified 112 buildings affected by noise levels exceeding 45dB LAeq 18 hour, which it considered to be unacceptable. It indicated that it would utilise Section 60 notices[12] to control construction noise on a crossing-by-crossing basis and seek to restrict work hours where unacceptable issues arise. It also suggested that access to the Anderton Nature Park would be affected during the construction of the Project and stated any mitigation should be incorporated into the CEMP.

9.4.2 Knowsley Metropolitan Borough Council considered that the construction of the pipeline may have indirect impacts on its highways, due to traffic being rerouted from affected areas.

9.4.3 Trafford Council said that the communities of Carrington, Partington and Dunham Massey would be impacted by construction traffic and construction activities. Trafford Council raised concern that construction options limiting the impact on the local community or mitigation measures to address these impacts have not been fully explored. It suggested that mitigation measures for residents may be required due to the high levels of construction traffic, specifically identifying Partington.

9.4.4 Trafford Council raised concern about a number of listed buildings along the route of construction, which could be damaged by the vibrations of HGVs passing. It said that the Project should consider other major projects in the area, such as the Carrington Relief Road, and that the Project should resurface the length of any road used for HGV traffic. It expressed that an increase in the number of HGVs could deter people from travelling by active travel modes, resulting in increased car journeys and a negative impact on air quality. It requested notification of where and when 24-hour working will be required at least 14 days prior to commencement.

9.4.5 Warrington Borough Council raised concern about impacts to the removal and replacement of arches on Eastford Road for the Warrington Western Link (WWL) project, specifically if the pipeline was constructed after the road had been completed. Warrington Borough Council requested that should any existing statutory undertakers' plant be diverted as a result of the Project, then this should also consider the WWL. It also said that the construction of the Novelis Spur will adversely impact residential amenity.

[12] Under Section 60 of the Control of Pollution Act 1974.

Prescribed Consultees

9.4.6 Potential construction impacts were identified by Canal and River Trust, Davenham Parish Council and Hatton Parish Council. Canal and River Trust identified that construction works near waterway infrastructure could adversely impact the structural integrity of the waterway. It also requested that the structural integrity of the Canal not be put at risk as part of any of the works, including excavation, earthmoving, drilling, boring, vibrations or the tracking of plant and machinery, which could result in the failure of the Canal in the worst-case scenario. Similarly, Davenham Parish Council said that trenching on the West Coast Main line may impact the structural integrity of the railway embankment. Hatton Parish Council considered that construction works may impact on statutory or other utilities which serve properties in the local community.

9.4.7 Cellnex UK commented that the proximity of construction works could impact the operation of its assets as a result of dust, vibration and the operation of cranes blocking signal propagation and line of sight.

9.4.8 Hatton Parish Council also shared concerns that construction close to drainage ditches and streams would exacerbate existing flooding issues.

9.4.9 Sport England said that the Barnton Cricket Club, Runcorn Golf Club, Sandiway Golf Club, The Big Hands Riding School and True Fit Club may experience disruption from construction works. It also said that should the route option NP3 be chosen, there may be adverse effects on Walton Hall Golf Club. It highlighted that Albert Fellows Playing Fields, Barnton Cricket Club, Fiddlers Ferry Sports Club and Rainhill High School Playing Field are also used for football, and so the potential impact and mitigation measures should be considered. Sport England advised that no impacts are anticipated for Sherdley Park Golf Club from HAGI operations.

9.4.10 United Utilities said that the level of cover to its pipelines and apparatus must not be compromised during or after construction and there should be no additional load bearing capacity on assets without prior agreement. It also does not consider the impact of construction of the HyNet pipeline to be negligible on the groundwater level, flow and quality of the ‘Screened In’ abstractions.

9.4.11 Warburton Parish Council raised concern that the Project would cause disruption to the local area.

Persons with an Interest in Land (PILs)

9.4.12 Similarly, PILs frequently said that the construction of the Project would cause disruption. Specifically, a PIL considered that the construction of the Project will require the rehousing of disabled and elderly houses.

9.4.13 Comments were also received from PILs which said construction of the Project would cause vibration, emit dust and that light pollution would affect communities at night with construction activity. A further response said that trenching and drilling during construction would cause subsidence.

9.4.14 Responses received from PILs also considered that construction of the Project would lead to a loss of custom for local businesses. Specific comments received raised concern about the viability of milking cows during the construction of the proposed pipeline through a dairy farm. A PIL also said that the construction of the pipeline through farmland would delay livestock grazing until after the construction phase, alongside comments about the effects of noise on the livestock during construction.

9.4.15 A PIL identified the potential for cumulative impact regarding the construction of the Project and the residential development on Dunham Massey.

9.4.16 Dutton Hall Farm, E&D Littler & Son and a further PIL all said that construction works may disturb the modern land drainage at their respective landholdings and damage agricultural land. Dutton Hall Farm also said that the construction works alongside the Trent and Mersey Canal would damage the soil structure and impact on the future capacity of their land. They also said that construction works could destabilise the banks of the Trent and Mersey Canal.

9.4.17 Frodsham & District Wildfowlers Club Ltd said that the construction of the pipeline will impact the Club, specifically access to Moore Marsh and its land. It suggested that the construction works would limit the ability for shooting activities on its land and adversely impact on land quality. It advised that stripped and compacted land takes time to revegetate, adversely impacting farming and may become waterlogged.

9.4.18 Peel L&P highlighted a potential conflict between construction activity for the Warrington Spur and operations of its tenants at land in the Latchford area. It also identified effects of construction on its Protos development, from construction traffic and interactions with the operation of existing facilities and the construction of consented developments. It said that conflict between construction of the Project and demolition and construction activity at Fiddlers Ferry Power Station is required, and to ensure the security of the site in perpetuity. It commented that limitations may be required on the extent of cover that can be placed on a buried pipeline, how it is crossed, and planting within a defined corridor.

9.4.19 Vale Royal Falconry considered that construction works could impact on its license terms relating to conservation. Wain Estates similarly considered that construction activities would impact on tenants at its Carrington Estate.

9.4.20 A PIL shared concern about the proximity of construction works to residential properties on Shutley Lane highlighting potential impacts on safety and disruption during the construction phase. Contract Services R & R Ltd expressed similar points about the impact of construction on the residential property and that access is crossed by the pipeline route.

Section 47 Consultees

Members of the public

9.4.21 Members of the public frequently said that construction of the Project would cause disruption to the local area due to the presence of construction equipment and potential disruption to daily life for local communities and businesses. Further respondents considered that construction of the pipeline would cause a loss of residential amenity and impact on the utilities supply to local communities. Specific points were raised regarding effects of temporary traffic lights and the construction of options SP1, SP2 and SP3 on neighbouring businesses and communities. A member of the public said that insufficient information had been provided about the management of temporary works and suggested that this information be shared.

9.4.22 Respondents said that the impact of construction on access to residential property including Back Lane and Moss Lane were of concern, with consultees sharing concern about access to their properties. Further comments received also suggested impact of construction on access to agricultural land, including at Moss Lane and Eaton Hall Farm.

9.4.23 Members of the public said that environmental and visual impacts of construction activities on sites such as the Weaver Parkway were important, and that construction should ensure minimal disruption to wildlife and nesting sites. Respondents requested information on measures to be taken to minimise the disturbance to owls/bats and proposed that any hedgerows damaged during construction be replaced by the Applicant. Further comments said that the emission of dust and carbon during construction, including on The Moss were of concern, and that construction close to drainage ditches and streams would exacerbate existing flooding issues. A respondent considered that construction of EBV1 would affect the health and wellbeing of the livestock, wildlife and animals in the immediate area.

9.4.24 Some comments shared views about the effects of trenching in the South Corridor on the nearby West Coast Main Line and the structural integrity of railway embankments. Further responses also said that the cumulative construction impact of the Project and other schemes in the local area, such as HS2, the A556 bypass and roadworks in Runcorn needed greater consideration.

Businesses and Community Groups

9.4.25 Friends of Weaver Parkway considered that the construction phase would damage or destroy the biodiversity improvements at the Weaver Parkway site.

9.4.26 A business commented that construction would cause considerable damage to the Green Belt and that local watercourses would be diverted or blocked during works, exacerbating existing flooding issues.

9.4.27 Tatton Group raised concerns about temporary land take and severance of Brookhouse Farm. It also said that the pipeline construction and easement restrictions would affect the delivery of sustainable residential and employment development at Bostock Green Estate. It also said that yields and ground conditions would likely be permanently reduced due compaction from construction.

Wider Stakeholders

9.4.28 Councillor Michael Whetton said that local residents along the West Corridor consider that temporary construction activity would cause long-term loss of custom for agricultural businesses. The Councillor highlighted that residents have shared concern that both their property and quality of life will be impacted by temporary construction activity and that older properties will be affected by HGV movements.

9.4.29 Graham Brady MP requested further information and assurances be provided for agricultural businesses, specifically the length of time land is required for construction.

9.4.30 National Trust said that the proposed construction using open cut trenches will affect those accessing the Dunham Estate, particularly noise and visual effects.

9.5 Construction Noise

Section 42 Consultees

Persons with an Interest in Land (PILs)

9.5.1 Some PILs said the impact of noise during construction on the local area was of concern, specifically effects on horses that graze and exercise in the proximity of the construction sites.

9.5.2 Vale Royal Falconry similarly said that construction noise could disturb and frighten birds and animals.

Section 47 Consultees

Members of the public

9.5.3 Several members of the public said that noise reduction measures should be implemented during construction. Respondents also expressed views about the impact of noise generated during the construction of the pipeline on the local area, including noise from construction activities on a caravan site on Eaton Lane and on those working from home. Further comments were also raised about noise effects on wildlife.

Wider Stakeholders

9.5.4 The British Horse Society recommended that sudden movements or noises from machinery be avoided when horses are in close proximity. It advised that operators must be able to shut off machinery whilst horses pass, and machinery should not resume until horses are at least 20 metres past. Trans Pennine Trail raised similar concerns stating that construction noise may impact those who are sensitive to noise, especially horses.

9.6 Construction Programme

Section 42 Consultees

Local Authorities

9.6.1 Cheshire West and Chester Council raised concern that construction of the Project would overlap or be in close succession to HS2.

9.6.2 Trafford Council highlighted that the Project has a similar construction timeframe to the Carrington Relief Road. It considered that there would be significant impacts on future Places for Everyone Plan parcels should the construction programme slip.

9.6.3 Warrington Borough Council requested that the construction schedule and phasing be shared with it to allow for coordination with its own maintenance and improvement works and future development proposals. It said that the initial phasing plans for construction should be shared with the Warrington Western Link Project team, to enable them to determine pipeline construction impact on the scheme. It suggested that communication and advanced notice of construction works be provided. It also requested that works within its highways be coordinated in line with its other commitments and demands throughout the construction period. It recommended that works affecting highways be undertaken in accordance with current statutory notice periods and that contact details be provided to local residents for any issues relating to impacts of construction works. It also stated that the acceptance of weekend working all day on a Saturday would be dependent on how long the activity will be.

Prescribed Consultees

9.6.4 The Canal and River Trust advised that it would not be easy to take its control structures offline without further discussions and planning. It also recommended that works near its waterways be carried out within the winter stoppage season to limit the impact on canal users and boating businesses. Sport England similarly requested that works required at Barnton Cricket Club are carried out during the winter and that the timings of construction work could minimise the magnitude of construction impacts on the Club.

9.6.5 Hatton Parish Council requested reasonable advance notice of construction works, particularly for works which affect the main access routes into the village.

Persons with an Interest in Land (PILs)

9.6.6 A PIL raised uncertainties around the timescales of the Project suggesting that forward planning and accurate timescales for each individual section of the Project be provided.

9.6.7 Cream Global Ltd identified that the construction programme takes place sufficiently far from the dates of its Creamfields Festival. Daresbury Properties similarly shared the same view.

9.6.8 Eni UK commented that construction works for the Project may conflict with the requirements of its Liverpool Bay CCS Project. Peel L&P similarly said that construction would coincide with the first phase of residential development within the draft allocation at Fiddlers Ferry Power Station.

9.6.9 Vale Royal Falconry advised that communication and advance notice of the construction works would be beneficial.

Section 47 Consultees

Members of the public

9.6.10 Members of the public suggested that construction timings should be considerate of local communities, with no work on weekends, before 7am and after 6pm during weekdays. Further comments recommended that notice be given to local residents before construction activities begin and that the Cheshire Model Club be informed of timings and restrictions resulting from works. A member of the public said that a late construction start date would result in uncertainty for local communities.

9.6.11 Respondents requested that the timing of works avoid concurrent works with the Stockton Heath Swing Bridge. Another member of the public similarly identified potential conflict between the construction of the Project and the installation of fibre broadband. A respondent considered that insufficient information had been provided on the construction programme, including timescales for activities and resulting disruption.

Businesses and Community Groups

9.6.12 Pennington said that prescribed timeframes for construction works had not been provided. The Tatton Group considered that the construction programme was excessive in length.

Wider Stakeholders

9.6.13 National Trust requested that the programming and phasing of works at Dunham Massey be complimentary to its planned works in the vicinity.

9.7 Construction Traffic

Section 42 Consultees

Local Authorities

9.7.1 Halton Borough Council raised concern that insufficient information on construction traffic and access was provided. It considered Moss Lane unsuitable for construction traffic and that route options NP4 and NP5 require access along narrow rural highways in Moore. It advised the construction access to route options NP4 and NP5 via Blackheath Lane at Manor Park to be more suitable than Moss Lane and Moore Lane. It suggested traffic management is implemented on Moore Lane, specifically crossings management and the consideration of appropriate speed controls.

9.7.2 Halton Borough Council suggested that construction access for NP1, NP2 and NP3 be taken via major roads and consider plant crossings, rather than using Daresbury Lane and Newton Lane. It raised concern regarding the impact of construction traffic routes along Clifton Road, which is a route to a golf course, schools and public rights of way.

9.7.3 It also proposed that construction traffic access from Rocksavage Way be routed from the Weston Point Expressway, rather than Clifton Road. It requested that construction access of South Lane and Mille Lane be coordinated with other housing development traffic and proposed alteration works to highways. It also said that the HGV Routeing Plan should consider local receptors to noise and vibration.

9.7.4 Trafford Council said that the majority of country lanes within Warburton, Dunham Massey, Partington and Carrington are not suitable for construction traffic, as they are single-track and of narrow width. Specifically, it identified the route along Moss Lane from Manchester Road as unsuitable for construction traffic due to the presence of a 7.5-ton weight restriction on the route. It suggested an alternative construction route using Moss Lane off Warburton Lane A6144.

9.7.5 Trafford Council also raised concern about the proposed construction route along Dunham Road, which it identified would be difficult for HGVs to negotiate and proposed Common Lane as an alternative. It recommended that alternative HGV routes should be identified and reasons for their dismissal be provided to demonstrate how consideration has been given.

9.7.6 Warrington Borough Council requested construction traffic not be routed through villages or smaller roads unless where necessary. Specifically, it considered that routeing along the B5356 was not suitable due to it being subject to an environmental weight restriction. Similarly, routeing to access point NH34 via the A5080 was identified as unsuitable. Warrington Borough Council raised road safety concerns about the use of the B5356, due to its high accident rate. It requested temporary access points be reinstated to existing condition unless approved by the Highways Authority. It also recommended that wheel wash facilities and a road sweeping programme be considered for each access point.

Prescribed Consultees

9.7.7 Acton Bridge Parish Council raised concern about access to Acton Bridge Village during the construction phase. Specifically, it said that pipeline workings will be from Acton Lane and Station Road, and access to the village from the east will be more difficult. The Parish Council also reflected that there have been accidents around the junction of Acton Lane and the A49, where there is poor visibility, it said that additional HGVs will only exacerbate the issue. It requested that information be provided on how the Project will manage construction traffic and its access to and from Acton Bridge Village and the A49.

9.7.8 Canal and River Trust considered that if accommodation bridges are used by vehicles heavier than three tonnes, this may result in an increased risk of harm to both users and the underlying structure of the highways and waterways. It also said that some construction access points are on or close to Canal and River Trust waterways and land, requesting that the potential impact on its operational access requirements and statutory duties to maintain the waterways be considered.

9.7.9 The Trust highlighted that the Dutton Hall Bridge No. 211 is an accommodation bridge subject to weight and width restrictions advising that an Inspection for Assessment would be required if the bridge is to be used as a construction route. It said that the Trust will not necessarily maintain the Bridge at the greater capacity established by an Inspection for Assessment. As the Bridge is narrow in width, the Project should ensure that any other bridge users are protected and provide protection for the parapets to prevent them from being scraped or it.

9.7.10 The Trust also recommended that impacts on the historic masonry of the Dutton Hall Bridge No. 211 be avoided, should the bridge be used for construction access. The Trust identified that the Sutton Swing Bridge is subject to height, width and weight limits, which will need to be considered during construction traffic routeing.

9.7.11 Davenham Parish Council suggested that Hartford Road and Eaton Lane are unsuitable for construction traffic, due to weight restrictions and cars which are parked along the road. The Parish Council also raised concern about the impact of construction traffic on access for residential and business properties on Eaton Lane. The Parish Council also shared similar concerns that the vibration of large vehicles, and pollution from additional vehicle emissions, could be detrimental to the health and wellbeing of the residents and residents' properties.

9.7.12 Dunham Massey Parish Council considered that roads in Dunham Massey were predominantly narrow country roads and were unsuitable for construction traffic.

9.7.13 Little Leigh Parish Council said that the A49 in the Bartington area is a particularly busy highway and would require traffic management to ensure minimal disruption to traffic flows. The Parish Council similarly suggested that the A533 is a busy highway and the construction points in Dones Green will also need to be managed to ensure minimal disruption to traffic flows.

9.7.14 Royal Mail raised concern that any disruption to the highway network and traffic delays impacts on its ability to meet Universal Service Obligation and comply with regulatory regime for postal services, presenting a risk to the business.

9.7.15 Sport England identified that construction access may be required through land owned by Barnton Cricket Club.

9.7.16 United Utilities requested that consideration be given for any proposed construction traffic routes to assess the impact on its assets. Similarly, it advised that where vehicle movements are not on the public highway and are crossing or close to its assets, an assessment of the temporary loading on the pipe would be required.

9.7.17 Warburton Parish Council said that the movement of materials would exacerbate local road safety issues, highlighting the vulnerability of listed and historic buildings to vibration and subsidence issues.

Persons with an Interest in Land (PILs)

9.7.18 PILs said that the construction of the Project would increase the traffic levels. Further respondents suggested that the increased traffic levels would affect emergency services and that farm tracks will become congested if used for construction traffic. A further PIL said that local highways changes would adversely impact the local agricultural communities.

9.7.19 PILs often suggested that Vale Royal Drive be used for construction access in the South Corridor. Respondents considered that Eaton Lane was not suitable for construction traffic due to its narrowness, parked cars along the road and that construction traffic would erode its dirt track.

9.7.20 A PIL considered that construction traffic serving temporary construction areas off the A49 Tarporley Road in Lower Whitley will cause disruption and access issues on the A49. A further PIL identified safety and visibility issues at the A49 junctions with Red Lane and Brookhouse Lane.

9.7.21 A PIL shared objection to construction traffic access through privately owned land in Dunham Massey, with other PIL sharing concern that access through privately owned land in Dunham Massey would require the removal of boundary fencing and hedgerows. Another PIL also said that the roads in Dunham Massey are not suitable for construction traffic.

9.7.22 Dutton Hall Farm proposed that construction traffic access from the A533 Northwich Road be relocated to the east of the holding alongside Dean Brook.

9.7.23 Frodsham & District Wildfowlers Club Ltd highlighted that the bridges over the main drain to Frodsham Pumping Station and the M56 are subject to weight limits and that suitable safeguards be established to prevent unsuitable vehicles from using the routes and damaging the bridges.

9.7.24 Peel L&P raised concern about the potential conflict between demolition and construction traffic associated with the redevelopment of Fiddlers Ferry Power Station and the Project, respectively. It also identified a potential conflict between construction and operation traffic serving its Protos development and the construction traffic serving the Project. Peel L&P also commented that construction access for the Project also potentially conflicts with land consented for future development at the Protos site. It advised that there is also incompatibility in places with proposed access routes, specifically to the South of

Grinsome Road. Temporary access for construction at Carrington and Latchford was also identified as being in conflict with existing uses.

9.7.25 Tilstone Industrial Limited identified the potential for effects of construction traffic on its commercial property.

9.7.26 Wain Estates requested consideration be given to the cumulative impacts of construction traffic with other major projects in the area and that the Applicant ensure construction traffic does not constrain any of their future developments.

Section 47 Consultees

Members of the public

9.7.27 Members of the public said that the construction of the Project would increase traffic levels and congestion due to construction vehicles using local roads. Further views were expressed about the effects of air quality, noise and vibration from construction traffic on local communities and their health and wellbeing. Others highlighted that the foundations older homes were particularly susceptible to vibration impacts and noted potential restrictions of access to leisure routes, which were considered important for mental health.

9.7.28 Some members of the public expressed general concern about the narrowness and congestion of the construction traffic routes impacting on road quality and causing disruption to local bus services. Respondents said that construction traffic routes should make use of main arterial roads, HGVs be shadowed by street sweepers and that construction traffic operated at the appropriate speed on local roads and bridleways. Comments received considered that insufficient information had been provided about construction traffic and access.

9.7.29 Respondents identified roads in High Legh, including Golborne Lane and Moss Lane, as being unsuitable for construction traffic due to potential road safety issues. Issues raised included their narrowness, high numbers of walkers, cyclists and horse riders, weight limits and poor road surface. Further comments identified similar issues for Gorsey Lane, Sawpit Street and roads in Warburton.

9.7.30 Members of the public frequently said the impact of Highways Link RN13 on congestion and local road safety was of concern. Responses included suggestions that Grimsditch Lane and Higher Lane were unsuitable for construction traffic citing safety issues including the roads' narrowness, poor visibility on some corners, and risks posed to other road users such as children accessing the nursery on Grimsditch Lane.

9.7.31 Some respondents considered that damage would be caused to local roads on Link RN13, including the cumulative impact of construction traffic and large farm vehicles. Further comments said that construction traffic routed along Highways Link RN13 would lead to increased congestion on the A49, particularly at Grimsditch Lane. Suggestions proposed that construction traffic operate in a west-to-east direction only on Link RN13 or that traffic be routed through site access from the A533/A49 junction. Others suggested that the construction contract specification make clear how Link RN13 should operate and that the Construction Management Plan includes speed and timing restrictions.

9.7.32 Several respondents identified Carrgreen Lane as being unsuitable for construction traffic due to its narrowness, lack of passing places, poor visibility, and frequent use by walkers/cyclists. Further comments proposed the implementation of traffic management on Carrgreen Lane during construction particularly if access to construction and storage areas for the Warburton HAGI is from the south-east end of Carrgreen Lane. Suggestions were also provided for the temporary closure of the eastern portion of Carrgreen Lane to the Warburton HAGI construction area to non-construction traffic and that dedicated access roads be provided to the Warburton HAGI to reduce impacts on local residents.

9.7.33 Members of the public similarly considered roads such as Dunham Road, Eaton Lane and Hartford Road, to be unsuitable for construction traffic. Respondents highlighted the roads' poor surface quality, narrowness, congestion, weight restrictions and frequent on-road parking. The road entrance to Eaton Lane was highlighted due to its angle, which respondents considered could present difficulties for construction vehicles. Further comments shared views about the impact of construction vehicles on the road surface. Suggestions said that construction traffic access should be via South Corridor option SP4 to avoid these problems and that dedicated access roads be provided to temporary construction and storage sites from Dunham Road to reduce impacts on local residents.

9.7.34 Comments relating to roads in Moulton identified these as unsuitable for construction traffic due to poor road surface, congestion and low bridges, with one respondent requesting that Niddries Lane not be used for construction traffic. Another comment similarly considered routes from the A56 in Helsby and Frodsham as unsuitable and that construction vehicles avoid local roads that cross the railway due to the presence of low bridges.

9.7.35 Responses relating to roads in Lower Whitley included concerns that Old Mill Lane is unsuitable for construction traffic due to its narrowness and the potential for construction vehicles to exacerbate road quality and local flooding issues. Further comments considered that traffic serving temporary construction areas off the A49 Tarporley Road would cause disruption and access issues. Some members of the public said that construction vehicles would adversely affect road condition in Marbury and Anderton. A respondent considered construction traffic routes via Manchester Ship Canal, or via A5117 Elton Green Junction, Pool Lane and Grinsome Road to be appropriate.

Businesses and Community Groups

9.7.36 Evolution Childcare objected to the use of Grimsditch Lane and Higher Lane for construction traffic due to its narrowness and unsuitability for construction traffic given that parents and staff walk to its nursery given cumulative impacts with farm vehicle movements. It also said that routeing construction traffic along the RN13 via the A49/Grimsditch Lane junction would increase traffic and congestion issues along the A49. It said that construction traffic should operate in a solely west-to-east direction on Highways Link RN13 or that the Highways Link RN13 be discounted, and traffic routed from the A533/A49 junction.

9.7.37 Friends of Carrington Moss expressed concern about the vulnerability of listed and historic buildings in the area to vibration and subsidence from the transportation of heavy equipment and materials through Warburton.

9.7.38 Friends of Weaver Parkway said it required access to Weaver Parkway to carry out maintenance and improvement works though principal access tracks, including Shaws Lane which may be utilised by construction traffic.

9.7.39 Pennington commented that an increase in HGV traffic on tight country lanes presents safety issues for its staff commuting to work.

9.7.40 Tatton Group said that access to the temporary construction area close to the Bostock Green Estate from the A533 would be preferable.

Wider Stakeholders

9.7.41 Cheshire West and Chester Conservative Group said that the A49 would be more appropriate for large vehicles and access than roads in the Marbury Ward.

9.7.42 Graham Brady MP said that the use of industrial and heavy vehicles will cause safety concerns on local, rural roads in use by cyclists and pedestrians. He said that further traffic management will be required for the increase in traffic. Councillor Michael Whetton raised similar points identifying that residents along the West Corridor are concerned that the construction will require the use of heavy machinery on local lanes.

9.7.43 Graham Brady MP said that the foundations of older homes will be impacted through vibrational damage from the movement of industrial equipment. He also considered that maintenance vehicles and construction works will impact the enjoyment of the Green Belt area and local landmarks, specifically the River Bollin.

9.7.44 Councillor Helen Weltman considered Hartford Road as unsuitable for construction traffic due to the seven-tonne weight limit. She similarly suggested that Eaton Lane is unsuitable for construction due to a sharp turn in the road.

9.7.45 National Trust requested that the Project minimise any disruption to travel routes within and around the Dunham Massey estate during the construction phase.

9.8 Construction Workers

Section 47 Consultees

Members of the public

9.8.1 A member of the public expressed the view that construction workers will park on residential roads.

9.9 Public Rights of Way (PRoW)

Section 42 Consultees

Local Authorities

9.9.1 Cheshire East Council requested that the PEIR is amended to state that users of PRoWs should not be inhibited and that they are be prioritised over construction traffic. Cheshire East Council said that the quality, width, walking time, and gradient of diverted PRoWs should be similar to the original PRoWs. It further advised that it would not agree to the installation of any stiles or additional path furniture on PRoW and that any additional path furniture in temporary boundaries must be gated and as accessible as possible. It required advanced notice on site of temporary closures of PRoWs and said that no closures be made to PRoWs along rivers and canals. It additionally requested that on-site signage avoid the use of acronyms.

9.9.2 Cheshire East Council said that the reference to East Cheshire Council in the PRoW Management Plan should be corrected to Cheshire East Council. It advised that the Applicant engage with the Mid Cheshire Bridleway Association regarding bridleways in Aston and Dutton. It further advised that alternative routes should be considered and made available for temporary PRoW closures to protect sustainable travel options. It said that the PRoW Management Plan appears weighted towards the management of foot traffic and did not sufficiently consider other users. It shared concern that operations will impact the horse-riding route at Dutton, which it noted is also used by cyclists and walkers.

9.9.3 Cheshire West and Chester Council recommended that alternative routes be made available for any temporary closures of PRoW to protect sustainable travel options. It advised that the proposed signage for PRoWs should be clear and concise, explaining the works dates and alternatives. It requested clarification on whether PRoW offices would have access to condition surveys post-construction in the event of a dispute or query. It raised concern that planning permission for the business Hovercraft may limit the alternative routes available.

9.9.4 Halton Borough Council suggested that other PRoWs should be considered, including visitor routes such as Lewis Carroll trail. Halton Borough Council raised concern about the impact of the Project on planned improvements to active travel routes, including a bridge crossing over the canal at Cholmondley Road and improvements to Cow Hey Lane. It highlighted that the Farnworth/Sutton Greenway is a well-used leisure and commuter route, sharing concern that construction access would cross this.

9.9.5 Trafford Council identified that there are five PRoWs within its boundary which will be affected by the Project. Trafford Council requested further details of diversions and surfacing for the alternative PRoW routes and the Trans Pennine Way and advised that diversions should be kept to a minimum. It shared concern that an increase in HGV traffic would impact on the severance of the RE10 and RE11 in Partington, leading to a detriment in pedestrian amenity, pedestrian delay and fear/intimidation. It similarly said that the volume of construction traffic through Partington would adversely impact on pedestrians and cyclists in the area. It also

expressed concern about safety issues associated with crossing the road and cycling in an area with an increase in HGV numbers.

9.9.6 Warrington Borough Council suggested that any works which impact the Trans Pennine Trail should result in an improvement to the route quality and visitor experience. It further considered that insufficient information had been provided on the impacts of works on the Trans Pennine Trail.

Prescribed Consultees

9.9.7 The Canal and River Trust advised that any temporary closures of canal towpaths should be managed via its Code of Practice, which would include appropriate signed diversions. It requested that any impact to the use of its canal towpaths are minimised.

9.9.8 Davenham Parish Council raised concern about the impact of construction access through Eaton Lane, which the Parish Council highlighted is a PRoW used daily by families, cyclists, runners, walkers and dog walkers.

Persons with an Interest in Land (PILs)

9.9.9 National Trust commented that significant impacts to the PRoW, which crosses the Dunham Massey Estate, were of concern.

9.9.10 Runcorn Rowing Club requested that the access to its clubhouse remains unobstructed.

Section 47 Consultees

Members of the public

9.9.11 Members of the public shared comments about the effects of construction traffic on walking and cycling on local roads. Several respondents said that the impact of construction access through Eaton Lane on its use as a walking and cycling routes was a concern. A further respondent also said that the effect of construction access through Higher Lane will affect its use as a walking and cycling route.

9.9.12 A member of the public said that construction works may impact on access to walking routes in Anderton, whilst other respondents said that access to PRoW must be kept unrestricted. Further members of the public shared the view that construction could impede access to the Davenham FP3 footpath, which is important to the local community.

9.9.13 A member of the public expressed concern about the impact of the Project on equestrian routes, particularly single-track lanes. Another shared concern that the cumulative impact of the Project and HS2 would limit access to PRoWs.

Businesses and Community Groups

9.9.14 Mid Cheshire Bridleway Association identified potential effects on horse riders during construction. It said that suitable non-slip crossing points should be installed for horse riders on all affected bridleways.

Wider Stakeholders

9.9.15 The British Horse Society and Sustrans both said that the Project presents an opportunity to improve the connectivity of PRoW network for all non-motorised users. It raised concern about the impact of the Project on equestrian routes and suggested that PRoWs should be protected. It said that good planning of future routes could address difficulties local equestrians face in finding safe access in the local area.

9.9.16 The British Horse Society said that access to PRoWs should be kept unrestricted, and kept free of obstruction, debris, and trip hazards for the full width of the route. It stated that public bridleways and byways should not be used as access during the construction phase and that alternative routes should be provided where this cannot be avoided. It proposed that vegetation on equestrian routes is cut to ensure the full width of the routed can be used.

9.9.17 The British Horse Society provided information that alternative equestrian routes, should be at least 4 metres wide and that the surface of equestrian routes be maintained. It said that overhead hazards should provide 3.7m in clearance and that existing surfaces be protected.

9.9.18 The British Horse Society proposed temporary fencing alongside equestrian routes be secured taut to avoid flapping in the wind, advising that heras fencing is not appropriate unless secured tightly and remain taut. It said that permission must be granted from the relevant councils Right of Way team prior to any work and that private rights are required to take motorised vehicles over a PRoW and that any damage due to construction works must be rectified.

9.9.19 Sustrans shared the view that the Project had potential to affect the National Cycle Network through potential closures and disruption. It said that any works disturbing the National Cycle Network must be reinstated and improvements provided to offset the disruption. It advised that the Project seek to improve PRoWs for equestrians to comply with national and local planning policies.

9.9.20 Trans Pennine Trail identified that the proposed pipeline crosses the Trail and suggested that it should be included in the assessment of traffic and transport effects and in the PRoW Management Plan. It requested clarification on whether the Trail and impacts on it from the Project have been considered. Trans Pennine Trail asked that any works which impact the Trail result in improvements to route quality and visitor experience. It further raised concern that insufficient information had been provided on how trail users would be protected.

9.9.21 Trans Pennine Trail advised that the Trail must remain open and fit for purpose during the construction phase. It also said that any closures required to the Trail will need to provide a diversion, in agreement with the relevant Council and its national office. Trans Pennine Trail said that construction dust will affect the visitor experience for users and that any works which disturb the Trail must be reinstated following the completion.

9.10 How has Feedback Influenced the Project

9.10.1 As summarised above, a range of comments were received from consultees in relation to Construction. A summary of how feedback has been considered is provided below.

9.10.2 The Applicant recognised comments suggesting that certain roads are unsuitable for construction traffic. For Eaton Lane and Hartford Road, while acknowledging the weight restriction on the latter, together, these are only proposed to be used to enter/exit one access point during construction. The number of construction vehicles proposed have been reduced substantially with the main construction access now identified off the A533, such that they will be used by light vehicles only (other than potentially for the delivery of tunnelling equipment). With regards to Carrgreen Lane, Higher Lane, and roads in High Legh, the Applicant considered that these roads would only experience construction traffic for a temporary period and a negligible level of operational traffic. In response to concerns about Grimsditch Lane, the road was subsequently removed from the HGV routeing strategy with traffic route via the western end of Higher Lane from the A533 instead.

9.10.3 The unsuitability of the B5356 for HGVs has been addressed by accessing it via the M56 J10 to avoid the environmental weight restriction, construction vehicle numbers are classified by the Project as light.

9.10.4 Further details of mitigation measures and traffic management, including routeing, to be implemented are included in the **Draft Outline CTMP**. It includes for revisions to routeing to reduce the number of construction vehicles required to pass through Partington, thereby reducing the potential for severance, fear and intimidation. The **Draft Outline CTMP** will act to ensure that impacts are kept to a minimum, including minimising the number of trips and minimising movements during peak periods. Comments received from public rights of way user groups including the British Horse Society and TransPennine Trail have led to further, informal consultation and to amendments being made to the **Draft Outline PRoWMP.**

9.10.5 The Applicant noted concerns about the effects of construction traffic on local communities, particularly around safety and disruption. The Applicant considered that construction traffic would only be for a short, temporary period and that any subsequent operational traffic would be negligible. Section 7.3 of the **Draft Outline CTMP** also commits to undertaking highway condition surveys of access points which would be undertaken periodically before, during and following use to ensure highway safety is maintained and enable any repairs to be made in a timely manner. Following construction, accesses and crossing points would be inspected and works to restore them to previous condition agreed with the relevant highway authority.

9.10.6 CRT raised the structural integrity of Dutton Bridge. The Applicant has since discussed this matter with the Trust and has agreed that prior to any use by construction traffic, it would undertake a structural survey.

9.10.7 The Applicant recognised concerns raised about the effects of construction activities, including on noise and property access. On noise, the Applicant considered that all construction noise would be regulated through the DCO process, and the application of management plans meeting levels at sensitive receptors in line with guidance from British Standards. An Outline Construction Noise and Vibration Management Plan will also be included with the application documentation.

9.10.8 Local authorities and members of the public raised the issue of construction working hours. The Applicant can confirm that it would intend to construct 10 hours per day (08:00 to 18:00) from Monday to Saturday, with no works on Sundays or Bank Holidays. Night-time working is anticipated be to be required in connection with trenchless crossings. Any night-time working and measures to mitigate any noise effects would be first agreed with the relevant local authority.

9.10.9 In response to concerns about the impact of construction activities on access to residential property, the Applicant considered that property access will be considered on a case-by-case basis and planned by the construction team once onboarded to ensure residents always have access. In response to suggestion that temporary construction areas returned to agricultural use after construction, the Applicant will seek to reinstate these to the original land use as soon as possible and the handling, storage and reinstatement of soils will be informed by a detailed Soil Management Plan. An Outline Soil Management Plan, informed by a detailed agricultural land classification and peat survey will be included with the application documents.

9.10.10 Responding to comments received, the Applicant has met with organisations such as United Utilities and the Canal and River Trust to discuss the Project design and the approach to construction relevant to their infrastructure. Protective provisions with these organisations will be sought whilst a structural survey of the listed Dutton Hall bridge would be undertaken prior to its use by construction traffic. Meetings have also taken place with Trans Pennine Trial (and Sustrans), Mid Cheshire Bridleway Association and with the British Horse Society with updates subsequently made to the draft Outline Public Rights of Way Management Plan, the contents of which have also been discussed with the relevant local planning authority PRoW officers.

10. Consultation

10.1 Introduction

10.1.1 As part of the Stage Two Statutory Consultation, the Applicant sought feedback in relation to its proposed application, which included a presentation of the Preliminary Order Limits within which the Project is proposed to be located.

10.1.2 This Chapter provides a summary of the relevant consultation feedback received from prescribed consultees, local authorities, members of the public and wider stakeholders grouped under the following headings:

- Consultation approach;
- Consultation correspondence;
- Consultation events;
- Consultation feedback;
- Consultation materials;
- Consultation other;
- Consultation promotion; and
- Consultation website.

10.1.3 The comments of consultees are captured comprehensively below. Any omissions in the discussion below with regard to the specific consultee groups indicates that there was not a response from consultees within that category.

10.2 Consultation Approach

Section 42 Consultees

Local authorities

10.2.1 Cheshire West and Chester Council proposed the joint production of information material about the Project and HS2 to enable communities to understand the impacts on both schemes.

10.2.2 Warrington Borough Council shared satisfaction that the consultation and publicity had been undertaken in accordance with the requirements of the Planning Act 2008 and the SoCC.

Prescribed Consultees

10.2.3 Warburton Parish Council considered that the consultation approach had not been rigorous and sufficient detail had not been provided. Warburton Parish Council said that only those within a certain distance of the pipeline had been consulted and suggested that those affected by construction traffic should also be consulted.

Persons with an Interest in Land (PILs)

10.2.4 A PIL and DJ, JE & R Brown both considered that there had been no consultation, site meetings or meaningful direct engagement scheme with landowners prior to the release of the PEIR.

10.2.5 Peel L&P said that the final stage statutory consultation had taken place prematurely and stated that the consultation had failed to provide sufficient information on the proposed effects. They considered that duties under s42 had not been met and said further consultation is required.

Section 47 Consultees

Members of the public

10.2.6 Members of the public often said that the consultation has not been sufficiently promoted, and that the Application has failed to inform local residents of the extent of the plans. A member of the public also suggested that the stakeholder engagement plan be revisited and revised.

10.2.7 One member of the public suggested that the Project should have established an information centre to provide opportunities to speak to the Project team, whilst others considered the consultation period should be extended to allow time to respond.

10.2.8 A member of the public suggested that Halton Borough Council should be consulted as part of the construction traffic route, which runs through the Borough.

Businesses and Community Groups

10.2.9 Tatton Group said that the consultation is undermined due to the lack of assessment of land take, not satisfying s14 of the EIA Regulations. They specifically considered that engagement on temporary construction areas was lacking.

Wider Stakeholders

10.2.10 Cheshire Wildlife Trust shared its disappointment that the statutory consultation had been undertaken at the time that it did, as it considered that consultees had not been presented with sufficient evidence to make an informed decision on route options.

10.2.11 Councillor Michael Whetton said there were mixed messages about the impact of the Project and that some residents had not received notification of the consultation.

10.3 Consultation Correspondence

Section 42 Consultees

Prescribed Consultees

10.3.1 Northern Gas Networks advised that it could be removed from the distribution list for statutory notices.

Persons with an Interest in Land (PILs)

10.3.2 PILs often said that they had not received effective information, whilst others suggested that no advance notice was provided of the proposed route before the public consultation. Similarly, Hallam Hall Barns said that residents who do not own land within the Preliminary Order Limits have not been directly consulted. Hallam Hall Barns also said that those who registered to be kept informed had not been.

10.3.3 Peel L&P said that discussions and assurances around using any part of its land would be required before an agreement can be made.

10.3.4 Some PILs suggested that the Applicant had not responded to multiple requests of correspondence.

Section 47 Consultees

Members of the public

10.3.5 Members of the public said that they had not been informed of the previous consultation period or the proposals. Other members of the public said that they had registered to be kept informed of the Project but had not received any communication.

10.3.6 One member of the public said that Applicant did not provide a prompt response to their query, causing insufficient time to review the information and respond to the consultation. Other members of the public identified that they were satisfied by the responses they had received through the Project email address.

Businesses and Community Group

10.3.7 Eni UK requested further discussions with the Applicant to align the DCOs of the Project and the Liverpool Bay CCS Project.

10.4 Consultation Events

Section 42 Consultees

Persons with an Interest in Land (PILs)

10.4.1 A PIL respondent identified that they were satisfied with the events held at Moor and Whitley, stating that they were well organised and informative. The PIL said that the Project representatives did not have the relevant information to answer questions. Other PIL respondents said that they found the responses at consultation events to be vague and lacking in detail.

Section 47 Consultees

Members of the public

10.4.2 Members of the public often expressed satisfaction with the consultation events as they provided opportunities to learn more about the Project, were well run and informative and that their questions were answered.

10.4.3 Other members of the public alternatively said that the consultation events did not provide sufficient information about the scale of impact or the proposed locations of temporary storage facilities. Similarly, members of the public said that Project staff contradicted the interactive maps.

10.4.4 One member of the public said that there was no event held in Winsford, whilst another said that those working during the day were excluded from attending consultation events and meetings.

10.5 Consultation Feedback

Section 42 Consultees

Persons with an Interest in Land (PILs)

10.5.1 PILs expressed the view that that feedback to the consultation will not be taken into account, with one respondent suggesting that the Project will only pay lip service to the consultation and another stating that the pipeline route had been predetermined.

Section 47 Consultees

Members of the public

10.5.2 Members of the public expressed concern that feedback to the consultation will not be considered, with one suggesting this is a “fait accompli.”

Businesses and Community Groups

10.5.3 Tatton Group considered that the indicated timeframe for consultation and submission of the application for a DCO does not allow sufficient time for material amendments and further technical and consultation work. Tatton Group also said that the Applicant should provide proof to consultees that its consultation feedback will be considered.

10.6 Consultation Materials

Section 42 Consultees

Prescribed Consultees

10.6.1 Davenham Parish Council highlighted that the maps displayed at the consultation events showed construction traffic access from Eaton Lane but did not show how the Applicant would access Eaton Lane from the A556. It also said that the consultation had been insufficient and not provided enough detail to residents on the impacts of the pipelines and HAGIs.

10.6.2 Royal Mail considered that insufficient information has been provided to enable them to assess the risks to its operation and any proposed mitigation.

Persons with an Interest in Land (PILs)

10.6.3 Requests were made by PIL for maps of the Project along with an explanation of the proposals, between the A49 Tarporley Road/Marsh Lane Junction and Lower Whitley Village.

10.6.4 A PIL said that the plans presented at consultation were historic and did not include more recent buildings and features. They also said that insufficient technical information on BVIs had been provided to enable assessment of the requirements and that that further information be provided.

10.6.5 Frodsham & District Wildfowlers Club Ltd and Peel L&P both said that inadequate information had been provided to enable a full understanding of the Project and its effects. Both respondents said that the Applicant had not discharged its duty to undertake adequate consultation under the PA2008.

10.6.6 Frodsham & District Wildfowlers Club Ltd also said that the consultation did not include alternative route options, particularly in relation to the M56 alignment.

10.6.7 Peel L&P said that the consultation did not provide sufficient detail on how the structural integrity of its existing infrastructure assets would be maintained. It also said that the materials did not discuss whether the proposals may be defined as a MAH pipeline. It commented that further information about the requirements within Limit of Deviations (LoDs) should also have been provided.

Section 47 Consultees

Members of the public

10.6.8 Members of the public said that the maps provided at consultation were not sufficiently detailed, suggesting that they are small and difficult to decipher. Similarly, one respondent said that the consultation materials did not include information on alternative route options, whilst another said that they were unable to access the PEIR.

10.6.9 There were also requests for clarification on the construction traffic access shown from Eaton Lane and how access will be routed to Eaton Lane from the A556.

Businesses and Community Groups

10.6.10 Friends of Carrington Moss were satisfied that the consultation materials provided and considered available information to be meaningful and transparent. Alternatively, Tatton Group suggested that insufficient information was provided on the construction approach and that the maps provided within the consultation document were not sufficiently detailed.

10.6.11 Wirral and Cheshire Badger Group raised concern that badger survey results had not been made available to the Group.

10.7 Consultation Other

Section 42 Consultees

Local Authorities

10.7.1 Cheshire West and Chester Council said that the Cheshire Brine Subsidence Compensation Board should be consulted, individual mineral operators are directly consulted, and a detailed Mineral Resource Assessment be prepared. Cheshire West and Chester Council also requested engagement with HS2 on its construction and rail transport to ensure the pipeline will not be affected. It recommended timely communication and engagement with all stakeholders.

10.7.2 Halton Borough Council and Trafford Council commented that additional consultation meetings would be welcomed. Shropshire Council requested to be kept informed on Project developments and lessons learnt for future developments.

10.7.3 Warrington Borough Council said that Cadent had not engaged in meaningful discussions with them regarding the Preliminary Order Limits, requesting further discussions. It also said that discussions should take place with Warrington Town Football Club and its users with regards to the impact on the Club.

10.7.4 West Lancashire Borough Council requested to be kept informed about the potential future phases of the HyNet North West programme.

Prescribed Consultees

10.7.5 The Canal and River Trust, Cellnex UK and the Environment Agency requested further discussions with the Applicant. The Canal and River Trust specifically requested discussions in relation to the crossings of its waterways as the scheme progresses, particularly regarding the canal underground detailing, design, engineering and access to its land. Similarly, National Grid Gas requested that it be engaged to ensure appropriate protective provisions are included within the DCO to safeguard its apparatus.

10.7.6 Sport England suggested additional sports bodies and clubs be consulted to discuss construction impacts and mitigation measures, including Barnton Cricket Club, England Golf, England and Wales Cricket Board, the Football Association, Football Foundation and associated Clubs amongst others.

10.7.7 United Utilities advised that it be contacted for advice if a diversion of an asset is being considered and where the Project interacts with water or wastewater pipelines or apparatus. United Utilities also said that approval may be required from its water quality risk board prior to works being permitted.

Persons with an Interest in Land (PILs)

10.7.8 Contract Services R & R Ltd said that the location of a compound site near Heron's Court had not been considered, despite promises at consultation events.

10.7.9 Encirc and Peel L&P requested engagement with the Applicant. National Trust similarly supported ongoing engagement and dialogue as the Project progresses.

Section 47 Consultees

Businesses and Community Groups

10.7.10 Friends of Weaver Parkway requested that it be consulted if the Project crosses the Weaver Parkway. Innova Renewables Ltd similarly requested engagement with the Applicant to discuss the impact of the pipeline on its proposed solar farm and energy storage project in Aston.

10.7.11 Pennington provided comments indicating that project information is being first heard by local communities through other local residents, rather directly from the Applicant. Pennington also requested that it be kept informed of all developments and updates moving forward.

Wider Stakeholders

10.7.12 The British Horse Society, National Farmers Union and Sustrans requested further discussions with the Project. The British Horse Society also said it would be happy to advise on equestrian access.

10.7.13 Cheshire West and Chester Conservative Group requested that the Project improves its communication to residents, through both face-to-face engagement and public consultations.

10.7.14 Sustrans proposed a joint consultation meeting between the Applicant, themselves, the Trans Pennine Trail national office, Warrington Borough Council and Trafford Council. The Trans Pennine Trail similarly requested a meeting.

10.8 Consultation Promotion

Section 42 Consultees

Persons with an Interest in Land (PILs)

10.8.1 A PIL expressed concern that the consultation was poorly publicised.

Section 47 Consultees

Members of the public

10.8.2 Members of the public considered that the promotion of the consultation was inconsistent and insufficient information provided about the consultation. A member of the public said that ineffective communications have prevented others from attending consultation events. Other members of the public suggested that the communication on the Project was poor, whilst another said that attempts to inform the community are inadequate.

10.8.3 A member of the public objected to the Project being advertised as low carbon which they considered to be misleading.

Businesses and Community Groups

10.8.4 Friends of Carrington Moss commented that consultation postcards had been delivered to some addresses in Warburton and Partington while others in these areas had not received them.

10.8.5 Tatton Group considered that the promotion of the consultation had been insufficient, and that a full and proactive exercise should have been carried out. It further suggested that the consultation period had not provided them sufficient time to consider the impact or get full advice.

Wider Stakeholders

10.8.6 Councillor Phil Marshall expressed satisfaction with communication and the promotion of the consultation.

10.9 Consultation Website

Section 42 Consultees

Local Authorities

10.9.1 Halton Borough Council said that construction compounds access routes and materials storage were not displayed on the online feedback map.

Persons with an Interest in Land (PILs)

10.9.2 A PIL said that the consultation website did not provide sufficient information to enable informed responses. Specifically, the website did not include information on the construction or operation of the Central Hub.

10.9.3 Numerous PILs stated that the online feedback map was not sufficiently detailed. One said they could not locate a map key, whilst another could not identify the location of storage sites. A PIL said that the online feedback map should include construction compounds, access routes and materials storage. They also said that the map should include field boundaries, which would help users more accurately gauge scale and impact.

Section 47 Consultees

Members of the public

10.9.4 Members of the public proposed that the project information on the consultation website and the online feedback map were not accessible. Others suggested that the consultation website was difficult to navigate, whilst one was concerned that the website required an email and password to provide feedback.

10.9.5 Members of the public suggested that the consultation website did not provide sufficient information to enable an informed response, specifically on the construction or operation of the Central Hub. It was suggested that the Project should have made use of more videos to explain the proposals.

10.9.6 Respondents said that the online feedback map was not sufficiently detailed, the map was poor in quality, and it was not possible to identify the exact pipeline route or location of the HAGIs and BVIs, and that the map did not include PRoWs. One member of the public expressed specific concern that the map did not show pipeline routes from the southern Central Hub option in sufficient detail. Another member of the public suggested that Ordnance Survey maps should be provided to clearly show routes and locations.

10.10 How has Feedback Influenced the Project

10.10.1 As summarised above, a range of comments were received from consultees in relation to Consultation. A summary of how feedback has been considered is provided below.

10.10.2 Feedback was received which raised concern that promotion of the consultation in the local area was insufficient. The Applicant considered that a number of methods were employed to publicise the consultation. This included two versions of postcards sent to residential and business addresses, online and newspaper advertisements, social media, press releases, and posters displayed at event venues outside of the Consultation Zone. Concerns were raised at the Stage Two Statutory Consultation that feedback submitted would not be considered. Following the consultation, the Applicant has analysed all feedback received and considered comments and suggestions as part of the design development process.

10.10.3 Responses were received which shared concerns about the detail provided in the consultation documents, including the online feedback map and other maps included within the consultation documentation. Regarding the detail of information provided, the Applicant considered that a range of information was provided in a variety of formats, as set out in Chapter 4, in line with the requirements of the Planning Act 2008 and associated guidance. With regards to the maps, the Applicant considered that the online interactive map and maps displayed in the consultation brochure and publicity materials were to provide an overview of the Project and its components in context of the local area. More detailed maps were provided as appendices to the PEIR and Design Evolution Report, with all made available on the Project website and signposted in consultation and publicity materials.

10.10.4 Concerning meeting requests, consultation will be held with the Cheshire Brine Subsidence Compensation Board once the Applicant's Halite Risk Assessment has been finalised. As recorded in Section 9 above, meetings have been held with the Trans Pennine Trust, Sustrans, and with the British Horse Society. Meetings have continued with all host local planning authorities.

11. Corridor East (Partington to the Central Hub)

11.1 Introduction

11.1.1 As part of the Stage Two Statutory Consultation, the Applicant sought feedback in relation to its proposed application, which included a presentation of the Preliminary Order Limits within which the Project is proposed to be located. Respondents were asked to share their views on the Preliminary Order Limits and indicative pipeline centre line identified for the East Corridor, including the potential HAGIs and BVIs, and temporary construction areas.

11.1.2 This chapter provides a summary of the relevant consultation feedback received from prescribed consultees, local authorities, members of the public and wider stakeholders grouped under the following headings:

- Alternative proposal;
- Partington spur; and
- Route location.

11.1.3 The comments of consultees are captured comprehensively below. Any omissions in the discussion below with regard to the specific consultee groups indicates that there was not a response from consultees within that category.

11.2 Alternative Proposal

Section 42 Consultees

Local Authorities

11.2.1 Trafford Council requested alternative plans are explored and discussed further, suggesting that the pipeline route is rerouted to the east of the developable areas, up to the disused railway line and west towards the Partington HAGI. It noted that the current proposals would potentially have significant impacts on the Council's development plans.

Persons with an Interest in Land (PILs)

11.2.2 A PIL considered a route further north to be preferable and requested that consideration be made for an alternative route between Shutley Lane and Heath Lodge Farm.

Section 47 Consultees

Members of the public

11.2.3 A member of the public requested that the Project considers routeing the pipeline to the west side of Crabtree Lane.

Wider Stakeholders

11.2.4 Councillor Michael Whetton raised the question of whether the redundant gas plant in Partington/Carrington could be included as part of the Project.

11.3 Partington Spur

Section 42 Consultees

Local Authorities

11.3.1 Trafford Council expressed concern that the Partington spur will impact the Voltage Park Site.

11.4 Route Location

Section 42 Consultees

Local Authorities

11.4.1 Trafford Council said that most of the land required for the Eastern Corridor is rural, agricultural land and often Green Belt land. It considered the Eastern Corridor will impact development within the Carrington/ Partington area which has the potential to impact the delivery of up to 395 homes across the New Carrington allocation. Trafford Council also said that the Preliminary Order Limits of the Eastern Corridor impact the Proposed Places for Everyone allocation, Heath Farm and Voltage Park.

11.4.2 Trafford Council also said that the pipeline route may have the potential to affect areas of deep peat substrate at Carrington Moss and requested that efforts are made to restore peat and mitigate any effects.

11.4.3 Trafford Council also shared support for the route further west from Dunham Massey and Dunham Woodhouses Conservation Area.

Prescribed Consultees

11.4.4 Cellnex UK identified that it has assets within or close to the Preliminary Order Limits, specifically identifying those on Carrgreen Lane and Manchester Road.

11.4.5 Dunham Massey Parish Council said that the Project will be in close proximity to National Trust land and property with potential effects on the setting of designated heritage assets. It said that land held by the Trust here was declared inalienable.

Persons with an Interest in Land (PILs)

11.4.6 Objections were received from PILs to the routeing of the pipeline through Dunham Massey, with one PIL stating that the pipeline route passes through privately owned land preventing land being used for energy, agricultural and residential development. They proposed that the pipeline is routed at the far end of their field or through sterile land under overhead power cables. National Trust considered that the Preliminary Order Limits impact upon Dunham Massey. It requested engagement on the routeing of the pipeline to ensure that it does not materially reduce the developable area of land.

11.4.7 PILs identified that the pipeline crosses land which is designated for future wildlife and fishing pond, and requested that the pipeline be routed closer to a drainage ditch running along woodland to enable its development. Further PILs proposed that the pipeline be routed adjacent to the border of the M56 to avoid impacting local fields. Additional PILs provided comments about the recently discovered underground service cables that may impact on the Project.

11.4.8 Peel L&P identified the potential sterilisation of the Carrington site and the impacts the route may cause if the Project is classified as a MAH pipeline. It said that permanent access easement at Carrington centred on the proposed pipeline may affect existing uses and future redevelopment if proposed. It also said that further information is required in respect to effects on land at Carrington and Latchford.

11.4.9 Peel L&P stated that there was a need to ensure that pipeline crossings maintain the structural integrity of the canal, which Wain Estates similarly echoed. Peel L&P also stated the need to ensure Bridgewater Canal's Statutory Obligations are not impacted. Peel L&P and Wain Estates said further details are required in respect of how the Project will cross the Bridgewater Canal and further discussions are required to understand the detailed routeing of the pipeline.

11.4.10 Peel L&P identified a potential conflict at the Carrington site between the construction of the SAICA spur and the operations of an existing site tenant, which is part of the National Trust. It also said there was uncertainty about whether the spurs serving Saica Paper UK Ltd or Novellis or the pipeline at Carrington will be MAH pipelines and the extent of associated consultation distances.

11.4.11 Peel L&P and BlackRock shared concerns that the proposals had not changed following discussion with the Applicant and still impact the Voltage Park site and its employment development. They requested a re-routeing to avoid impacting on the Voltage Park site and associated employment development. They said that the consultation document referred to land at Partington as being disused industrial land and not acknowledging consented planning permission at Voltage Park.

11.4.12 Wain Estates identified that the proposed route crossed several parcels of land promoted for redevelopment and impacts its Carrington Estate, which it advised has many existing underground and overground services and utilities. It requested that the Project ensures the utility corridors of the pipeline route do not constrain its future developments. Wain Estates also said that the pipeline route impacts the occupied Carrington Gateway warehouse.

Section 47 Consultees

Members of the public

11.4.13 One member of the public shared general concern that the eastern part of the pipeline route will cause disruption. One member of the public expressed that there will be significant disruption to landowners in Higher Whitley.

11.4.14 A further respondent queried whether the Project would limit the future expansion of High Legh expanding to the West. Others suggested that the Preliminary Order Limits appear wider than is considered necessary.

11.4.15 Some members of the public said that the pipeline route would impact the model aircraft flying club in High Legh and may prevent their use of a field. It was suggested that the Preliminary Order Limits should avoid the model aircraft flying club.

Wider Stakeholders

11.4.16 Councillor Michael Whetton raised uncertainty about the interface between the Project and the existing natural gas AGI on Carrgreen Lane.

11.5 How has Feedback Influenced the Project

11.5.1 As outlined above, a range of comments were received from consultees in relation to the East Corridor. A summary of how feedback has been considered is provided below.

11.5.2 A number of PILs requested changes to the route alignment, often to more closely follow existing roads and other boundaries. The Applicant has sought to refine the route of the pipeline following discussions with landowners. The Design Evolution report presented at Stage Three Statutory Consultation explains the rationale for the changes made.

11.5.3 The request that the redundant gas plant be included within the Project has not been taken forward as the Applicant is a transporter of gas and as such responds to the requests and hence locations of its customers. The Partington HAGI will however provide an opportunity to construct future spurlines to connect future customers, including potential future users of the redundant gas plant.

11.5.4 Comments were received that shared concern about the impact of the pipeline route on proposed development at the Voltage Park industrial estate. In response to these, the Applicant has taken Voltage Park into consideration during further development of the pipeline routeing and HAGI location and is in discussion with the relevant developers. Similar comment was received requesting the pipeline route be revised near developable areas of Carrington and Partington (New Carrington). The Applicant has consequently reduced the width of the Order Limits and placed the pipeline route within an existing utility corridor between development parcels, following a review of Local Plan allocations and relevant planning applications. An alternative HAGI location has also been proposed that would avoid Voltage Park whilst the connection to Saica has been removed since that customer no longer requires hydrogen.

11.5.5 In the matter of the crossing of the Bridgewater Canal, the Applicant would look to agree the protective provisions appropriate to ensure its integrity. Peel L&P also asked whether the spurline would be MAH (Major Accident, Hazard). The Project is not COMAH. Further information on the issue of land use planning and the pipeline can be found in **Appendix I**.

11.5.6 In response to concerns about impacts on the Dunham Massey Estate and its associated heritage assets, the Applicant met with the National Trust to discuss its proposals and subsequently reduced the width of the Preliminary Order Limits. Further discussions will take place.

11.5.7 In response to concerns about impacts on a field used for model aircraft flying, the Applicant has amended the proposed route. The proposed route now avoids the model aircraft club and flying can continue.

12. Corridor North (St Helens to the Central Hub)

12.1 Introduction

12.1.1 As part of the Stage Two Statutory Consultation, the Applicant sought feedback in relation to its proposed application, which included a presentation of the Preliminary Order Limits within which the Project is proposed to be located. Respondents were asked to share their views on the Preliminary Order Limits and indicative pipeline centre line identified for the North Corridor, including the potential HAGIs and temporary construction areas.

12.1.2 This Chapter provides a summary of the relevant consultation feedback received from prescribed consultees, local authorities, members of the public and wider stakeholders grouped under the following headings:

- Alternative proposal;
- Route location;
- St Helens spur; and
- Warrington spur.

12.1.3 The comments of consultees are captured comprehensively below. Any omissions in the discussion below with regard to the specific consultee groups indicates that there was not a response from consultees within that category.

12.2 Alternative Proposal

Section 42 Consultees

Local Authorities

12.2.1 Halton Borough Council suggested a spur for a connection to a planned hydrogen transport filling station in East Runcorn near Junction 11 of the M56.

Persons with an Interest in Land (PILs)

12.2.2 PILs provided suggestions that the Preliminary Order Limits be amended or changed. Suggestions included following the Manchester Ship Canal route, and under the M56 near the existing Shell pipeline to avoid residential property boundaries. A further PIL suggested that the Corridor North will require alteration to cross fields bordered by Chester Road and Holly Hedge.

12.3 Route Location

Section 42 Consultees

Local Authorities

12.3.1 Warrington Borough Council objected to the current Preliminary Order Limits. It expressed concern that the Preliminary Order Limits cover part of the Fiddlers Ferry employment and residential redevelopment, adversely impacting development at the Site.

12.3.2 Warrington Borough Council also said that the pipeline route will cause significant constraints for the Warrington Western Link scheme, including associated new carriageways, footways and protection measures, as well as planned flood defences and culverts. It also raised concerns about the impact of the pipeline route on access corridors, compounds and mitigation land required for the Warrington Western Link scheme. It requested that the pipeline route is reviewed to ensure that it does not adversely impact the Warrington Western Link Scheme.

12.3.3 It also said that the pipeline route be reviewed to avoid adversely impacting on consented and under-construction properties, stating that none of the submitted plans show the residential properties that are currently under construction accessed from the Centre Park Link Road.

Prescribed Consultees

12.3.4 The Coal Authority identified that the North Corridor contains a Development High Risk Area, as defined by The Coal Authority.

12.3.5 Historic England shared support for route option NP3 over NP1 and NP2 due to the lower potential to impact on the setting of the Grade II listed Daresbury Hall.

12.3.6 Forestry England reflected that its land at Upper Moss Side Farm has an existing gas pipeline across the Site. It also said that any traffic slowing measures or road closures will have a significant impact on visitors to Sutton Manor Woods.

12.3.7 The Canal and River Trust highlighted that the Preliminary Order Limits would have a crossing of the former Sankey (St Helens) Canal to the South West of Penketh. The Trust said that while the Canal is not currently fully navigable, it aspires to fully restore the Canal and the proposed works should not prejudice the future restoration. The Trust suggested that the crossing of the former canal should be underground so as to not impact the Canal.

12.3.8 United Utilities provided information regarding the pipeline route at Thelwall Lane and demonstrated that Clear Water Quays in Warrington is also the route of the high pressurised Mersey Valley Sludge Pipeline. United Utilities said that this interaction would not be acceptable to them and requires further consideration.

Persons with an Interest in Land (PILs)

12.3.9 PILs frequently considered that the pipeline route passed through land used by farming and agricultural businesses, including for grazing cattle. Respondents often provided comments identifying the proximity of the Preliminary Order Limits or pipeline route to land subject to planning applications. These included the identification of land containing Projects in St Helens.

12.3.10 Further respondents said that the pipeline be routed to avoid land subject to planning permissions and trees with Tree Protection Orders. A PIL objected to the alternate route across the Bridgewater Canal due to its crossing of fields and impacts on hedgerows and proposed the route between Thomasons Bridge Lane and Rivington Cottage.

12.3.11 Daresbury Properties and Cream Global Ltd and a PIL respondent shared support for route option NP3 over NP1 and NP2 due to the lower impact on the Creamfields music festival. Cream Global Ltd emphasised that any disruption to the Festival from the pipeline routeing would have significant economic impacts.

12.3.12 PILs provided comments on the Preliminary Order Limits, considering them large relative to the extent of the works required. They said that the Creamfields music festival had been given greater consideration than other areas.

12.3.13 Countryside Properties suggested that the pipeline route dissects the River's Edge housing development that is currently under construction and will ultimately lead to housing being removed. It also said the proposed route of the pipeline would result in much needed local housing being removed. Countryside Properties' objected to the proposed route and considered the newly constructed and adopted highway to be the most appropriate alternative route.

12.3.14 Contract Services R & R Ltd said that the pipeline should be routed to the west of Heron's Court. It considered that this would reduce the impact on its facilities, operations and amenity.

12.3.15 Peel L&P expressed concern that the proposed pipeline route would sterilise land at Fiddlers Ferry Power Station which has been identified for residential development within the emerging Warrington Local Plan and would result in the potential loss of development quantum. It said that the Preliminary Order Limits cut through the residential component of a draft Local Plan allocation under policy MD3, potentially sterilising a large area of the site at Fiddlers Ferry Power Station. It said that this would have significant placemaking implications due to the current proposals for the pipeline route and would impact the delivery of housing as required by Warrington Local Plan. Peel L&P said that the impact of land sterilisation at Fiddlers Ferry Power Station and South West Urban Extension is potentially much greater if the pipeline is a MAH pipeline.

12.3.16 Peel L&P considered that there would be sterilisation of land promoted through the emerging Warrington Local Plan for the South West Urban Extension. Peel L&P objected to option NP5, given that it would run north-south through an area identified for residential development. It also said that the Preliminary Order Limits run through landholdings within the South West Urban Extension, further reducing capacity at the site. It also stated that there would be potential placemaking issues associated with a pipeline corridor running through a central part of the Site.

Section 47 Consultees

Members of the public

12.3.17 Members of the public provided suggestions that the Preliminary Order Limits or pipeline route should be changed or amended. Suggestions included; routeing along the Greenway corridor between Higher Walton and Lymm; routeing along the Trans Pennine Trail and avoiding residential property boundaries. A further respondent requested that the pipeline route should be located equidistant between residential properties at Hallam Hale Barns and on Morphany Lane.

12.3.18 Members of the public suggested limited or no access between Eastgate Road and Moss Lane, with other respondents indicating that remains of a hospital can be found under the fields between Eastgate Road and Moss Lane.

12.3.19 A member of the public said that the Preliminary Order Limits includes an area off Chester Road being considered for alternative development. A member of the public also suggested the Preliminary Order Limits be adjusted to include a hardstanding storage off Chester Road that could be potentially used for a temporary construction storage.

12.3.20 Other members of the public identified that there is an existing high-pressure aviation fuel pipeline to Manchester Airport within the Preliminary Order Limits and a field which is used for model airplane flying.

12.3.21 A member of the public expressed support for route option NP2 due to less disruption to traffic. Another member of the public raised the proximity of options NP2 and NP3 to residential properties.

12.3.22 Members of the public said that route option NP3 is preferred over NP1 as it causes less disruption to the traffic on the A56, with one further member of the public sharing support for route option NP4.

Wider Stakeholders

12.3.23 Cheshire Wildlife Trust expressed support for route options NP1 and NP3 due to less impacts on Local Wildlife Sites. The Trust also said that route options NP4 and NP5 would result in significant fragmentation and severance of Moore Nature Reserve Local Wildlife Site and raised concern regarding the level of proposed works within and adjacent to the Local Wildlife Site.

12.3.24 Trans Pennine Trail noted several instances where the pipeline route crosses the trail at Dunham Massey, Fiddler's Ferry and from Thelwall to Stockton Heath.

12.4 St Helens Spur

Section 42 Consultees

Prescribed Consultees

12.4.1 Sport England said that it anticipated no impact from the St Helen's Spur on the St Helen's Rugby League Ground.

Persons with an Interest in Land (PILs)

12.4.2 Network Space said that the Glass Futures facility, currently under construction, as well as residual development land identified for future mixed-use development, are all within the Preliminary Order Limits. Network Space also said that the pipeline route is coordinated with, and limited to, existing estate road infrastructure to avoid impacting on the Glass Futures site.

Section 47 Consultees

Members of the public

12.4.3 A member of the public said that the pipeline route will impact the local bluebell wood and wildlife habitats.

12.5 Warrington Spur

Section 42 Consultees

Local authorities

12.5.1 Warrington Borough Council said that the Preliminary Order Limits cover parts of the Warrington Waterfront residential development and associated Warrington Western Link, inhibiting the opportunity to develop to the extent that the Council is able to demonstrate is necessary within the draft local plan.

Persons with an Interest in Land (PILs)

12.5.2 Peel L&P raised a potential sterilisation of its Latchford site if the Project is classified as a MAH pipeline. It also shared further concern regarding the potential for permanent access easement centred on the pipeline at Latchford limiting future development potential.

Section 47 Consultees

Wider Stakeholders

12.5.3 Cheshire Wildlife Trust specified that in the absence of detailed habitat and species survey data, there is a preference for option WSp2 as it does not impact Local Wildlife Sites, providing there will be no residual effects on Local Wildlife Sites. The Trust emphasised that it is not possible to make a robust judgement on which option is favourable without detailed survey information.

12.6 How has Feedback Influenced the Project

12.6.1 As outlined above, a range of comments were received from consultees in relation to the North Corridor. A summary of how feedback has been considered is provided below.

12.6.2 The Applicant recognised comments suggesting that the Project considered routeing the pipeline along the greenway corridor between Higher Walton and Lymm. The strategic greenway network runs approximately between Higher Walton and Lymm and is valued as a non-motorised traffic route, which enables use by walkers and cyclists. It is also an important linear ecological habitat. Warrington Council's Local Cycling and Walking Improvement Plan seeks to protect and improve it. The Applicant considered that to place the pipeline along the route would lead to its effective closure for a considerable period of time preventing its use and potentially affecting adjoining habitats.

12.6.3 The Applicant also recognised that comments of support were received for NP3 over NP1 and NP2, particularly as this was considered to result in less impacts on Creamfields Festival and listed buildings. The Applicant notes a level of support for NP3, and objections to NP1 and NP2.

12.6.4 Feedback was received which raised concern that the Preliminary Order Limits cover part of the Fiddlers Ferry employment and residential redevelopment. The Applicant has revised the route of the pipeline to avoid Fiddlers Ferry and the land identified for residential development. Fiddlers Ferry will no longer be directly affected. Reference was also made to the proposed South West Urban Extension in Warrington. This proposal is not allocated within the adopted Warrington Local Plan 2023 however the pipeline route has been amended to follow an existing utilities corridor.

12.6.5 The Applicant also recognised concern raised that the Preliminary Order Limits cover parts of the Warrington Western Link scheme and Warrington Waterfront residential development (Rivers Edge). The Applicant has revised the route of the pipeline to avoid the proposed residential development in this location. Following discussions with Warrington Council, the route has been modified such that the Warrington Western Link would be crossed via Horizontal Directional Drilling (HDD) from Morley Common to Chester Road. The outline design for the Warrington Western Link has been supplied to the Applicant and discussions have and continue to take place to ensure that both developments can come forward. It should be noted that the Applicant has proposed an alternative HAGI location south of the Manchester Ship Canal, which would result in an alternative Warrington spurline that may have a lower interaction with the proposed Warrington Western Link.

12.6.6 The Project represents phase 2 of the wider Hynet Programme and in response to Halton Borough Council suggestion for a spur to a planned hydrogen transport filling station in East Runcorn near Junction 11 of the M56, this could be considered, potentially, in future phases.

12.6.7 Meetings have been held with United Utilities to discuss the locations of its infrastructure, including the sludge pipeline and the means by which protective provisions can ensure its integrity. Planning permissions along the route are monitored and avoided where possible, Tree Preservation Orders are also identified, and the Applicant has undertaken an aboricultural survey of trees with the potential to be affected by the Project.

12.6.8 The previous stage of consultation presented preliminary environmental information. A number of detailed ecological surveys have been undertaken since the last stage of consultation and these will be provided at Stage Three Statutory Consultation. This information will allow stakeholders such as the Wildlife Trusts to better understand the potential effects resulting from the Project. Similarly greater consideration has been given to the Coal Authority advice that part of the pipeline would be within a Development High Risk Area whilst Historic England's support for route option NP3 has been taken forward. The Applicant's CTMP will set out measures to reduce construction traffic impacts upon receptors such as Forestry England's Sutton Manor Woods.

13. Corridor South (Central Hub to Hydrogen Storage Facility)

13.1 Introduction

13.1.1 As part of the Stage Two Statutory Consultation, the Applicant sought feedback in relation to its proposed application, which included a presentation of the Preliminary Order Limits within which the Project is proposed to be located. Respondents were asked to share their views on the Preliminary Order Limits and indicative pipeline centre line identified for the South Corridor, including the potential HAGIs/ BVIs and temporary construction areas.

13.1.2 This Chapter provides a summary of the relevant consultation feedback received from prescribed consultees, local authorities, members of the public and wider stakeholders grouped under the following headings:

- Alternative proposals;
- Northwich spur; and
- Route location.

13.1.3 The comments of consultees are captured comprehensively below. Any omissions in the discussion below with regard to the specific consultee groups indicates that there was not a response from consultees within that category.

13.2 Alternative Proposals

Section 42 Consultees

Persons with an Interest in Land (PILs)

13.2.1 D M France Hayhurst Foundation requested for the pipeline route and SBV5 to be located further south, away from land due west of the A533 and Jack Lane, and between Moulton and Bostock adjacent to Addashaw Farm.

Section 47 Consultees

Members of the public

13.2.2 A member of the public requested information regarding the storage pipeline being routed along the corridor to Winnington Power Plant from the Central Hub. Another member of the public queried whether a hybrid route around Northwich, of both the initial route corridor options east and west of the town, had been considered as an alternative to minimise costs and disruption.

Businesses and Community Groups

13.2.3 HS2 Ltd requested that the pipeline to be located further north at Whatcroft in order to avoid its proposed balancing pond.

13.2.4 Tatton Group suggested that the pipeline route pass either to the north or to the south of Brookhouse Farm and Bostock Green Estate to avoid impacts. Tatton Group also said that the pipeline route should be reconsidered to avoid contradicting Cheshire West and Chester policies DM46 and ENV5 relating to heritage assets. Tatton Group expressed support for Southern Corridor Option B over Option A, due to Option B being shorter and having fewer major crossings.

13.3 Northwich Spur

Section 42 Consultees

Local authorities

13.3.1 Cheshire West and Chester Council shared that fragmentation of land was not considered for option NSp1 when crossing through woodland on an existing path. It said that it did not support the conclusion of the habitat section of the PEIR as it does not consider the cumulative impacts of Option NSp1. It also identified that the proposed Northwich Spur crosses and terminates within the Northwich Regeneration Area. It requested that the LP2 Policy N2.B policies be acknowledged in the PEIR and any subsequent application and supporting Environmental Statement. Cheshire West and Chester Council expressed preference, in the absence of further survey details, for Northwich Spur option NSp1.

13.3.2 It identified that the proposed pipeline crosses and bisects land within the Northwich Regeneration Area proposed for mix-use development. It also shared concern about the impact of vegetation removal on heritage assets, particularly the Grade II-listed Trent and Mersey Canal Bridge number 211 and recommended that its protection be required during the construction phase.

Prescribed Consultees

13.3.3 The Canal and River Trust identified that both spur options cross the Trent and Mersey Canal between bridges 198 and 199 where a listed milestone marker and moorings are located. The Trust also said that the pipeline spurs crossing of the Weaver Navigation is located near a culvert and service crossings, which the Trust suggested should be considered and protected.

13.3.4 Forestry England said that the Project's work areas are in proximity to mature and young woodland including land to the south of Uplands Road, located within the non-statutory designated Anderton Nature Park and borders salt works heritage feature and contains standing water.

13.3.5 Little Leigh Parish Council expressed support for the Northwich Spur as it is currently proposed and welcomed the refinement of the pipeline route from previous route corridors.

Persons with an Interest in Land (PILs)

13.3.6 Gladman Developments Ltd and Tata Chemicals Europe expressed concern about the pipeline spur route through the Winnington Works mixed-use redevelopment site, stating that it would adversely impact the potential for development and the number of new homes that could be delivered, as well as community and commercial uses. Gladman Developments Ltd and Tata Chemicals Europe also shared concerns that the pipeline spur route and easements may result in increased loss of development at the Winnington Works Site.

13.3.7 Gladman Developments Ltd and Tata Chemicals Europe requested an alternative route, which does not traverse the Winnington Works Site. They suggested the pipeline should follow either of the two options provided:

- Option 1 - emerges from the South Corridor route north of the Mid-Cheshire rail line, passes northeast of Keepers Lane, joins Wallerscote Road at the southwest corner of the Limebeds land, before heading north along the highway into the Wallerscote Works site.
- Option 2 - emerges from the South Corridor route South of the River Weaver and run along the A49, behind the read of northern properties along Farm Road, South and East along Wallerscote Road towards Wallerscote Limebeds.

13.3.8 Gladman Developments Ltd and Tata Chemicals Europe also said that the preliminary alignments for the Northwich Spur did not factor in the existence of large and complex industrial machinery and buildings located on the Winnington Works site. Gladman Developments Ltd suggested that the on-site constraints and costs involved in the design, construction, and operation of the pipeline across the Winnington Works site raised critical questions about the viability and deliverability of the Project.

13.3.9 Tata Chemicals Europe identified that the proposed pipeline spur route crosses through land subject to a planning application for the redevelopment of the Winnington Works Site into a mixed-use development. It is considered that the route risks significant sterilisation of land, which would lead to the withdrawal funding.

13.3.10 Some PILs said that the pipeline spur route, as proposed, travels through residential properties including gardens, with one respondent stating this was only identified after a resident contacted the Project team.

13.3.11 A PIL proposed that the Northwich Spur be rerouted to avoid residential properties and potential impacts from noise pollution, whilst another said that the Northwich Spur be removed entirely from the Project, due to its lack of national significance.

Section 47 Consultees

Members of the public

13.3.12 Several members of the public said that they had not been informed of the proximity of the Northwich Spur to residential areas when purchasing property in the area. Other respondents suggested the Spur be rerouted in order to avoid residential properties and reduce the impact of noise pollution.

13.3.13 A member of the public identified potential for an existing pipeline under the Trent and Mersey Canal near Anderton to be utilised, requesting this be investigated. Other comments received by members of the public included the fragility of the Trent and Mersey Canal near Anderton, given a partial collapse in the past and has been repaired by the Canal and River Trust.

Wider Stakeholders

13.3.14 Cheshire West and Chester Conservative Group identified that the pipeline route affects a property on Marbury Road and said that this section of the pipeline be reviewed, and reasoning be provided for the proposed route, easement and mitigation.

13.4 Route Location

Section 42 Consultees

Local authorities

13.4.1 Cheshire West and Chester Council raised a number of points in relation to the Corridor South route location. These included:

- the conclusion of 'low and not significant' for options SP3 and SP4 given that the proposals identify open cut crossings across woodland habitats.
- a section of the proposed route alignment, adjacent to King Street in Northwich, is located on the footprint of the proposed HS2 development.
- SP4 would be a poor choice as it would impact PRoW due to a weakness to flooding in the mill pond area and Bradford Road. It also highlighted that the lock bridge is a tight turn for vehicles.

13.4.2 Cheshire West and Chester Council, in absence of further survey details, therefore expressed preference for option SP2.

Prescribed Consultees

13.4.3 Acton Bridge Parish Council identified annual flooding of the area that may affect the hydrogen storage area and that local roads, such as Acton Lane and Hill Top Road, both are subject to weight restrictions. It queried the mitigation measures to ensure flooding will not have any impact on the integrity and security of the storage area, as well as how the local road weight restrictions would be applied.

13.4.4 Canal and River Trust stated that option A presented at Stage One Consultation was its least preferred option but noted that it had been selected for progression as the preferred route corridor. It also said that the Sky Network Service cables in the towpath between the Weaver Navigation and Trent and Mersey Canal at Bartington should be considered. The Trust shared a preference for option SP1 due to the least potential impact on waterway infrastructure and identified that Acton Dredging Tip, which is owned by the Trust is still operational.

13.4.5 Cellnex UK identified telecommunications infrastructure close to or within the Preliminary Order Limits. Davenham Parish Council identified a caravan site, and an agricultural business located on Eaton Lane and shared concerns about effects on these receptors from the Project. It also shared the proximity of option SP1 to the West Coast Main Line electrified rail and queried whether there was a potential safety risk as a result.

13.4.6 Historic England expressed a preference for option SP1 as it has the lowest potential to impact on archaeology associated with the important medieval site of Vale Royal Abbey.

Persons with an Interest in Land (PILs)

13.4.7 Cemex UK Operations Ltd requested that the route be located either away from land under its control at Forest Hill Quarry, or to the West of Littledales Gorse Woodland. Cemex UK expressed concern that the proposed southern corridor will sterilise up to 793,000 tonnes of mineral (building sand) in the area referred to as Moss Farm. Cemex UK Operations Ltd also said that the development would present operational difficulties at Moss Farm. It requested that costs be incurred by the Applicant if any rerouteing of the pipeline causes the relocation of Cemex's weighbridge, welfare buildings, fixed plant, and bagging point, as well as the potential protection for access crossing.

13.4.8 Dutton Hall Farm shared concern about the nearby Trent and Mersey Canal, stating that the Canal has suffered several breaches in 2012 and 2021.

13.4.9 E & D Littler & Son stated that Sandiway Bank Farm will be impacted by land take from BVIs and temporary construction area off A556 Chester Road. It highlighted the proximity of the pipeline route to residential properties. It requested that the pipeline be re-routed to the west through Sandiway Golf Club. It also questioned the routeing through a pasture field behind the power station near the River Weaver, indicating poor drainage and difficult access during winter.

13.4.10 D M France Hayhurst Foundation requested more information on the easement width of the pipeline route located on the land west of the A533 and Jack Lane. It also considered the effects of the pipeline and SBV5 on land due west of the A533 and Jack Lane, advising that the pipeline and BVI will interrupt current operations and limit future development.

13.4.11 Gladman Developments Ltd considered that the routeing and siting study fails to account for the site-specific constraints and associated costs of installing a pipeline across post-industrial brownfield land.

13.4.12 J E Horton & Partners and other PILs shared concerns regarding the proximity of the pipeline route to residential properties and its potential impacts on these properties.

13.4.13 Vale Royal Abbey objected to route option SP3 as it considered the route option would adversely impact business at its golf club. They also identified that the pipeline is routed through its activity centre, requesting that it be re-routed to avoid the activity centre, and as far away from the falconry's buildings and aviaries as possible.

13.4.14 Some PILs identified impacts of the pipeline on local utilities including the interaction of the pipeline route with existing water mains and septic tank overflows. Further PILs stated that there were potential effects on drainage on land where field water is currently piped across.

13.4.15 PILs provided comments about perceived impacts of the pipeline on a dairy farm, stating that the pipeline bisects and removes most of the workable grazing platform of a dairy farm and disrupts animal welfare. One PIL suggested that the pipeline be rerouted along Millington Lane in order to avoid crossing agricultural fields.

13.4.16 Some PILs said that the Southern Corridor will impact privately owned land, which is difficult to access and has historic value. PILs also expressed concern about the pipeline's impact on private land which hosts a range of wildlife, including ponds and waterways, as well as land containing tree preservation orders and the potential impact of option SP2 on two areas of ancient woodland. A further PIL also highlighted the potential effects of the pipeline on the Vale Royal Golf Club, which is an area that is heavily wooded and has historic value.

13.4.17 One PIL expressed preference for pipeline routes which are proposed to cross near Vale Royal Locks. Another PIL suggested the pipeline be routed closer to the existing pipeline with the village of Anderton. Concern was raised about the current proposed route through Anderton, as that land is deemed to have significant development potential.

Section 47 Consultees

Members of the public

13.4.18 Several members of the public expressed concern about the proximity of the Preliminary Order Limits to residential properties and the potential disruption from construction works on local communities.

13.4.19 Some respondents objected to route options SP1, SP2 and SP3 due to impacts on local communities. Several members of the public expressed concern about the Project due to the impact on the public rights of way and caravan site located on Eaton Lane. One member of the public also expressed concern for the impact of the development on agricultural businesses on Eaton Lane, as well as concern for the proximity of SP1 to West Coast Main Railway Line and the potential safety risk.

13.4.20 Members of the public shared views regarding the fragility of the Trent and Mersey Canal with comments stating that the section of the canal through Dutton is steep and unstable and that that the Trent and Mersey Canal lacks a regular maintenance programme and has suffered major breaches in the past. They said that alterations to the access to Shaws Lane would result in reduced access to rural walking routes and more anti-social behaviour.

13.4.21 One member of the public identified potential for cumulative impact of the proposed pipeline and HS2 on the local area. Another expressed concern about the proximity of the Preliminary Order Limits to Weaver Parkway, stating that the park is teeming with wildlife.

13.4.22 One member of the public shared comments about the proximity of the proposed pipeline to aviation fuel pipes running through Little Leigh to Stanlow.

13.4.23 Another respondent objected to option SP1 due to concern that the proximity of the pipeline to Moulton presents a risk to public safety should an accident occur. They suggested that the risk attached to option SP1 may not be broadly acceptable or as low as reasonably practicable and therefore expressed preference for option SP4 as it is safer due to a lower density of population in close proximity of the route.

13.4.24 Concerns about the impact on footpaths were raised by a number of respondents, including concern for the impact of the development on public rights of way on Eaton Lane. One member of the public expressed concern about option SP1 cutting across Davenham FP3 footpath and the footpath from Niddries Lane to the River Weaver. They also expressed concern about option SP2 running close to the Davenham FP3 footpath. Some respondents also expressed concern about the impact of the pipeline route on rural areas around Davenham.

13.4.25 One member of the public identified that land adjacent to Weaver Valley Park may be unstable due to salt and brine extraction and contamination from industry and states that further disturbance of the land may damage capping.

13.4.26 Members of the public said that the routeing of the pipeline through a floodwater runoff zone in Acton Bridge is an area prone to major flooding. One respondent requested clarification on the impact of the scheme on future flood events.

13.4.27 One respondent requested information regarding the costs for the construction of the Southern Corridor. They also requested clarification on the criteria used to determine the pipeline route.

13.4.28 Another member of the public suggested that the Southern Corridor use a hybrid route around Northwich to minimise costs and disruption to residents. They also suggested that Hydrogen Storage HAGI use the same corridor as the Northwich Spur to Anderton and the route of the existing National Grid has Pipeline onwards to reduce the need for tunnelling.

Businesses and Community Groups

13.4.29 HS2 Ltd requested for the pipeline design consider the HS2 track alignments north of the attenuation pond and the 34m ground improvements at the Whatcroft crossing. It recommended that the pipeline be laid deep, potentially with protection slabs, and clarification be provided on whether Cadent will require formal acceptance of the proposed crossing points with the new rail line from HS2.

13.4.30 Tatton Group also considered the extent of the Preliminary Order Limits to be excessive and said that the Limits bisect, affect, and sever Grade 2 agricultural land at Bostock Green Estate, contradicting environmental measures referenced in the EIA Scoping Report and PEIR. It said the pipeline route would adversely impact on the dairy holding at Bostock Green Estate, sterilising and adversely impact the potential for sustainable development at the Estate. It also advised that the Estate owns the mineral rights and voids of rock salt under the estate and suggested that this should be a material consideration for the scheme and route optioneering.

Wider Stakeholders

13.4.31 Cheshire Wildlife Trust said it was not possible to make a robust judgement on a preferable option without detailed survey information. It shared a preference for option SP2 as it avoids crossing multiple Local Wildlife Sites, but it was dependent on whether the Project can demonstrate that option SP2 and the trenchless crossing technique willnot have residual effects on the Local Wildlife Site (LWS). The Trust expressed its objection to options SP3 and SP4 due to the potential impacts from open cut crossings at Rookery Wood, Pool LWS, Bradford Mill Wood, and Marsh LWS. The Trust also objected to options SP1 and SP3 due to the impacts of crossing of ancient woodlands.

13.5 How has Feedback Influenced the Project

13.5.1 As summarised above, a range of comments were received from consultees in relation to the South Corridor. A summary of how feedback has been considered is provided below.

13.5.2 Concerns were received that the Project would impact on a caravan site on Eaton Lane. In response, the Applicant has sought to minimise the number of construction vehicles using the lane by focussing the main construction access from the A533 and proposes to manage access to ensure existing users of the lane are not significantly affected. The management measures will be agreed with Cheshire West and Chester Council prior to the commencement of development. Similar concerns were raised about the impact of the Project on PRoWs on Eaton Lane. The Applicant has considered the use of the Lane's sensitivity to traffic against the limited access points to access land west of the Lane. It has subsequently proposed to limit the type and number of vehicles using the lane, with the CTMP in place with measures to mitigate the effects of traffic. It has also discussed the management of construction with the Council's PRoW officer.

13.5.3 Suggestions were received that the Trent and Mersey Canal was prone to breaching and that the land below it through Dutton is steep and unstable. In response, the Applicant undertook discussions with the Canal and River Trust and subsequently amended the micro-tunnel proposal so that the allowance for tunnelling has been extended south and further away from the embankment. It has also identified an additional option which would take the pipeline further to the east of the location consulted upon previously. In response to concerns about the pipeline route through Vale Royal Falconry, the Applicant has subsequently met with the landowner and altered the Proposed Order Limits to exclude the aviary buildings.

13.5.4 Comments were received sharing concerns and objections to route options SP1, SP2 and SP3 due to their impacts on local communities, ancient woodland, and archaeology. Following the Stage Two Statutory Consultation, the Applicant undertook a review of the options and chose a new option to cross the Weaver Navigation, reducing the land take required and providing additional flexibility in crossing techniques. In response to similar concerns about the proximity of the pipeline route to Weaver Parkway, the route has subsequently been amended to no longer pass north of Thrush Lane, with access being via Jack Lane rather than Smokehall Lane.

13.5.5 Meetings have been held with the Tatton Estate and amendments made to the pipeline routeing. The pipe would now cross the lane south of Bostock Green by a trenchless method thereby reducing effects upon the trees and consequently, the conservation area.

13.5.6 Comments were received from Councils and from HS2 Ltd regarding the potential interface between the two projects. HS2 north of Birmingham is no longer proceeding. Interfaces distances and proximity issues associated with other types of infrastructure such as aviation pipelines will be addressed through the use of protective provisions.

13.5.7 Representations were received regarding the Northwich Spur, including around its interaction or impact with canals and bridges, proximity to residential properties and impact on the Winnington Works redevelopment. Following the Stage Two Statutory Consultation, the Applicant undertook further routeing, technical, engineering, and environmental work. As part of this work, it has proved necessary to further review the design and route of the Northwich Spur required to connect to Tata Chemicals Europe. This review has resulted in the Spur not being taken forward as part of the DCO application and will instead be consented separately.

14. Corridor West (Stanlow to the Central Hub)

14.1 Introduction

14.1.1 As part of the Stage Two Statutory Consultation, the Applicant sought feedback in relation to its proposed application, which included a presentation of the Preliminary Order Limits within which the Project is proposed to be located. Respondents were asked to share their views on the Preliminary Order Limits and indicative pipeline centre line identified for the West Corridor, including the potential HAGIs and BVIs, and temporary construction areas.

14.1.2 This Chapter provides a summary of the relevant consultation feedback received from prescribed consultees, local authorities, members of the public and wider stakeholders grouped under the following headings:

- Alternative proposal;
- Route location; and
- Runcorn spur.

14.1.3 The comments of consultees are captured comprehensively below. Any omissions in the discussion below with regard to the specific consultee groups indicates that there was not a response from consultees within that category.

14.2 Alternative Proposal

Section 42 Consultees

Persons with an Interest in Land (PILs)

14.2.1 DJ, JE, and R Brown proposed that the pipeline be amended with a direct route across New Dairy Farm reducing excessive land take whilst retaining a greater amount of agricultural land during construction.

14.2.2 Frodsham and District Wildfowlers Club Ltd considered that technical justification was not provided for the discounting of the pipeline route following the M56. Both Frodsham and District Wildflowers Club Ltd and a PIL said that the pipeline should follow the M56. Frodsham and District Wildflowers Club Ltd considered this to be more practical, reducing adverse impacts on the Club, reducing the number of crossings and this would not be subject to any additional environmental constraints.

14.3 Route Location

Section 42 Consultees

Local authorities

14.3.1 Cheshire West and Chester Council shared a preference for option WP3 over WP4 as it considered, without survey results, that this would require an extra trenchless crossing compound. It highlighted that options WP1 and WP2 would both cross ditches at Frodsham Marsh LWS and would require mitigation and restoration plans. It expressed preference for option WP2 due to its location in closer proximity to the M56 and behind the Hoverforce buildings.

14.3.2 Halton Borough Council identified that various utilities and diversions had been made in the Rocksavage area as part of the Mersey Gateway Project.

Prescribed Consultees

14.3.3 The Canal and River Trust said that option WP3 would require a crossing of the Weaver Navigation and land in their ownership. It also identified that option WP3 is located on land with a towpath culvert and may have issues with ground settlement. The Trust also reflected upon the proximity of the option WP4 crossing of the Weaver Navigation to its moorings, expressing preference for route option RSp1. The Trust said that the pipeline route to the Central Hub crosses the Trent and Mersey Canal close to the listed Dutton Hall Bridge No. 211 and the mooring site, where they advised that Sky Network Services cables in the towpath should be considered. The Trust also highlighted that the pipeline crossing near the Dutton Hall Cottage area is close to a canal, which has been prone to breaches and leakages in the past.

14.3.4 Cellnex UK identified that its phone mast on Brook Furlong is located within the Preliminary Order Limits.

14.3.5 Historic England expressed preference for route option RSp1 due to its shorter length.

14.3.6 INOVYN said that one of the proposed routes is in proximity to its Runcorn site and that the crossing of the River Weaver is in a poor location due to its current and historic land use and existing assets.

Persons with an Interest in Land (PILs)

14.3.7 Backup Energy Ltd objected to the pipeline route passes through its land, across the entrance of its consented renewable energy site and suggesting a route change to avoid this. Encirc similarly expressed that the Preliminary Order Limits include private roads and land subject to a planning application. It also said the impact of the Project on a bonded site it operates is not acceptable and advised that the Preliminary Order Limits be revisited. NPL Energy also identified that the Preliminary Order Limits contain land owned by Wilton Remediation LLP for energy projects, which is unavailable for the use by the Project.

14.3.8 Dutton Hall Farm raised the proximity of the pipeline route to residential properties in the Dutton Hall area and the impacts on them. It suggested that the pipeline section crossing A533 Northwich Road be removed from land at Dutton Hall and relocated further east to route alongside Dean Brook, in order to mitigate the impact of the pipeline on both the residential and agricultural aspects of Dutton Hall Farm.

14.3.9 Frodsham and District Wildfowlers Club Ltd shared the impact of the Project on land it owns and leases. It identified that the Preliminary Order Limits were wider than the working width and permanent easement and considered terms of the acquisition of temporary or permanent rights to be unclear. It asked that the pipeline route not adversely impact the expansion of the Protos energy park on its land. Peel L&P similarly referred to permanent access easements within the Protos expansion opportunity area. It considered this would lead to sterilisation of land and consequently prevent the expansion of its Protos site.

14.3.10 Another PIL said that the Preliminary Order Limits cover a significantly large area. They stated a preference for option WP3, which was considered to cause the least disruption to the local community. Another PIL suggested that construction activity along the West Corridor be kept to a minimum to avoid any lasting damage to land. They requested that where possible, the pipeline is routed around the perimeter of landowners' land. A further PIL similarly requested that the pipeline be re-routed as close to Aston Lane as possible.

14.3.11 Runcorn Rowing Club highlighted that the proposed locations of WP1 and WP2 are close to overhead lines, wind turbines and MAH pipelines. It also expressed concern that the crossing of the Weaver Navigation on the Western Corridor would impact the access road to the Club, and therefore shared a preference for the Eastern crossing of the River Weaver. It also raised that the proposed approach to the Weaver Navigation has the potential to destabilise slopes adjacent to the rowing club and boathouse.

Section 47 Consultees

Members of the public

14.3.12 Members of the public made a range of comments about the route location for Corridor West specifically in relation to areas around Frodsham. One member of the public suggested that the areas of the Preliminary Order Limit are too close to Frodsham, which would cause flooding and contamination, whilst others said that areas of land on Frodsham Marsh and the Weaver Navigation Canal could be contaminated as a result of historic chemical industrial activity. Others objected to the routeing of the pipeline through Frodsham Marshes without further justification. One member of the public specifically raised concern that the above ground pipelines and construction works would impact Frodsham Marshes and the local wildlife.

14.3.13 Members of the public suggested the pipeline is placed underground and routed close to the M56, with one supporting the routeing of the pipeline away from North Quarry, Weston Village. Other respondents suggested that the land below the Trent and Mersey Canal is steep and unstable, plus there is an existing ethylene

pipeline from Teeside to Stanlow and Weston Point. This member of the public also stated a preference for the WP1 route over WP2 route as this did not impact electricity grid lines and reduces the potential impact on Hill View Farm.

14.3.14 Other members of the public raised comments about the impact of the pipeline on a number of receptors, including residential properties in Dutton Hall, bridleways in the area disrupting local ancient hedgerows and the cumulative impact of the Project.

Businesses and Community Groups

14.3.15 Creative Group of Industries proposed that the pipeline route be extended to the Wirral to supply power to its manufacturing plant in Bromborough.

14.3.16 Eni UK considered that there is an overlap of the Proposed Order Limits on the Eastern corridor with the Liverpool Bay CCS Project, near the proposed Ince AGI. It requested a review of the proposals and consideration of alternatives.

14.3.17 Innova Renewables Ltd objected to the proposed pipeline route through its proposed solar farm and energy storage project in Aston, stating that it could sterilise the land and would require the removal of habitats, ancillary infrastructure, and equipment, such as solar panels. It raised similar concern that the pipeline route conflicts with the layout of this proposed solar farm and energy storage facility.

14.4 Runcorn Spur

Section 42 Consultees

Local authorities

14.4.1 Cheshire West and Chester Council considered option RSp2 to be the most effective option, notwithstanding the results of further survey. It also indicated potential effects at Sutton Hall requesting that an alternative route or trenchless crossing be used at this location. It also stated its preference for Rocksavage HAG1 option 1 (RSH1) over Runcorn Spur option 2 (RSp2) as it considered it less intrusive on footpaths.

Section 47 Consultees

Wider Stakeholders

14.4.2 Cheshire Wildlife Trust considered that it was not possible to make a robust judgement on which options, between WP1 and WP2, and RSp1 and RSp2, was preferable without detailed survey information. The Trust identified that option WP1 is located further away from Functionally Linked Land identified at Frodsham Sludge Lagoon. The Trust also highlighted that option WP2 is located closer to the M56 in an area potentially subject to considerable levels of extant disturbance. The Trust raised concern the options RSp1 and RSp2 would result in significant fragmentation and severance of Frodsham Field Studies Centre LWS.

14.5 How has Feedback Influenced the Project

14.5.1 As outlined above, a range of comments were received from consultees in relation to the West Corridor. A summary of how feedback has been considered is provided below.

14.5.2 The Applicant received comments suggesting that the pipeline route passes over the entrance of a consented renewable energy site. Work has continued on the Project and the Preliminary Order Limits in the area has been refined since those presented at Stage Two Statutory Consultation. The Preliminary Order Limits (now Draft Order Limits) have been moved and are no longer routed across the entrance of the proposed renewable energy development.

14.5.3 Comments were also received that raised concern that the Preliminary Order Limits include land subject to a planning application by Encirc Limited. Subsequent to statutory consultation, the Applicant has met with the landowner to discuss both parties' proposals. The route has been amended from that presented at the PEIR stage with the use of the internal service road removed. The updated proposals should not affect Encirc's current plans for their site.

14.5.4 Consistent with Cheshire West and Chester Council, the Applicant has selected WP3 over WP4 whilst the alignment of RSp2 (which is favoured by Cheshire West and Chester Council) has been selected as a route into the Applicant's intended HAGI location RSH3.

14.5.5 Other comments raised suggested that the pipeline should follow the M56. Following further engineering and environmental work since Stage Two Statutory Consultation, the route option WP1 has been progressed and route WP2 is no longer being taken forward. Approaching Moorditch Lane and continuing towards Rocksavage the pipeline LoD is approximately 130m distant yet parallel to the M56. To minimise constructability and longer term operational risk a route closer to the M56 than currently proposed is considered unviable.

14.5.6 The Applicant has met with Innova, the promoter of a solar farm and it has amended the route of the pipeline to run along the northern boundary of the proposed solar farm thereby reducing land take. The Applicant has also met with the developers of the Protos land to understand their proposals and consider their present or future aspirations.

14.5.7 As noted previously, the Applicant will undertake a structural survey of the listed Dutton Bridge prior to and if, it is intended to be used by construction traffic.

15. DCO and Wider Planning Issues

15.1 Introduction

15.1.1 As part of the Stage Two Statutory Consultation, the Applicant sought feedback in relation to its proposed application, which included a presentation of the Preliminary Order Limits within which the Project is proposed to be located.

15.1.2 This Chapter provides a summary of the relevant consultation feedback received from prescribed consultees, local authorities, members of the public and wider stakeholders grouped under the following headings:

- DCO programme;
- Development Consent Order;
- Local planning policies; and
- Scheme design.

15.1.3 The comments of consultees are captured comprehensively below. Any omissions in the discussion below with regard to the specific consultee groups indicates that there was not a response from consultees within that category.

15.2 DCO Programme

Wider Stakeholders

15.2.1 Cheshire Wildlife Trust advised that the DCO application submission may need to be delayed in order to undertake surveys and ensure an accurate and robust baseline across the application. It considered that this would be preferable to the assumption of a worst-case scenario in the ES.

15.3 Development Consent Order

Section 42 Consultees

Local Authorities

15.3.1 Knowsley Metropolitan Borough Council requested that the Development Consent Order include a condition to secure a Construction Management Plan.

Prescribed Consultees

15.3.2 SP Energy Networks objected to the lack of protective provisions to ensure the safe operation of SP Manweb assets. It suggested that the DCO application documents reference further studies and proposals required to avoid or divert from these assets and include a plan showing the affected network to enable advice on their avoidance.

15.3.3 Sport England said that the DCO requirements should include the placement of fencing at Sandiway Golf Club to prevent noise and visual impacts.

Section 47 Consultees

Businesses and Community Groups

15.3.4 Eni UK commented that while it was supportive of the Project, it had concerns about an overlap with the Preliminary Order Limits for its carbon dioxide pipeline and the potential for conflicting Development Consent Order powers. It advised that careful consideration of the drafting of Development Consent Orders and Order Limits in areas of overlap would ensure compliance of both projects with any requirements.

15.3.5 HS2 Ltd highlighted the necessity of securing protections and protective provisions in the DCO through a legal agreement with the Applicant.

15.3.6 Tatton Group considered the nature of the DCO powers sought to be excessive and asked that they be reduced. It further suggested that the DCO include powers and land to mitigate impacts on the dairy holding at Bostock Green Estate prior to the commencement of construction.

Wider Stakeholders

15.3.7 Councillor Michael Whetton queried the wider picture of the Project due to its status as a Nationally Significant Infrastructure Project and questioned where the technology was available to make it fully viable.

15.4 Local Planning Policies

Section 42 Consultees

Local Authorities

15.4.1 Cheshire East Council said that impacts on Mineral Safeguarding Areas, Petroleum Exploration and Development Licence areas and the potential loss of strategic mine reserves should be considered. It further advised that Cheshire East Minerals and Waste Plan policies MIN1 and MIN2 be considered and referenced. Cheshire West and Chester Council similarly expressed the importance of considering future development in the ES.

15.4.2 Trafford Council commented that its Local Plan consisted of a range of strategies, plans and neighbourhood plans, and identified some most relevant to the Project. It also highlighted the emerging Places for Everyone Plan, including the joint Development Plan Document that it was jointly preparing with eight other Greater Manchester authorities.

15.4.3 Warrington Borough Council said that the Appleton Thorn Neighbourhood Plan and relevant chapters of the Design and Construction and Environmental Protection Summary Planning Documents were not considered. It also said that the Applicant did not make representations during its Local Plan consultation. It

further commented that the Preliminary Order Limits would impact on the delivery of development in locations identified in its Updated Proposed Submission Version Local Plan 2021 and its ability to demonstrate a 5-year housing land supply on adoption. It said that the consideration of planning policies was inconsistent, with some chapters only referring to policies within either the Updated Proposed Submission Version Local Plan 2021 or the adopted Local Plan Core Strategy 2014, advising there are some policies in both not referred to that should be considered.

Prescribed Consultees

15.4.4 Warburton Parish Council commented that the Project was incompatible with its Neighbourhood Plan.

Persons with an Interest in Land (PILs)

15.4.5 Peel L&P commented that the presence of the pipeline would introduce unnecessary conflict and could prevent planned development, reduce the quantum of development, or prevent development entirely. It suggested that the Project would prevent the delivery of employment uses and new homes on its sites to meet development need.

15.4.6 Wain Estates highlighted that Carrington Estate, identified for compulsory purchase, was allocated for mixed-use redevelopment in the Trafford Core Strategy and allocated in the emerging Places for Everyone joint Development Plan Document. It further advised that the site was undergoing further stages of development and subject to reserved matters and outline planning applications.

Section 47 Consultees

Members of the public

15.4.7 A member of the public considered that the Project would result in reduced land supply. Other members of the public suggested that the Project contravenes Cheshire East Local Plan Strategy Policy PG3.

Businesses and Community Groups

15.4.8 Tatton Group said that the Project contradicted policies DM46 and ENV5 in the Cheshire West and Chester Local Plan. It highlighted the policy requirements regarding the consideration of heritage assets, area character and appearance, and extant layout and spatial character of building plots.

Wider Stakeholders

15.4.9 Councillor Michael Whetton asked how the Project would co-locate and interface with the consented hydrogen plant in Carrington.

15.5 Scheme Design

Section 42 Consultees

Local Authorities

15.5.1 Warrington Borough Council recommended that the design of the Project factors in the presence of significant populations of notable species to avoid impacts where possible.

Prescribed Consultees

15.5.2 United Utilities advised that any relocation of existing outfalls due to watercourse or culvert diversions be delivered under DCO powers and highlighted its expectation to see plans of the Project in relation to its assets and infrastructure as part of the DCO.

Persons with an Interest in Land (PILs)

15.5.3 Peel L&P expressed preference that the pipeline avoid its land assets in a number of locations.

Section 47 Consultees

Businesses and Community Groups

15.5.4 Eni UK identified a number of potential conflicts between the draft Project DCO and its carbon dioxide pipeline project. It highlighted the need to agree on the management of potential cumulative impacts and risks plus approaches to mitigate these.

15.6 How has Feedback Influenced the Project

15.6.1 As outlined above, a range of comments were received from consultees in relation to the DCO and wider planning issues. A summary of how feedback has been considered on the Project is provided below.

15.6.2 The submission of the DCO application has been moved to Spring 2025, which allows more time to complete ecological surveys.

15.6.3 In response to Sport England's representation, a Golf Club Impact Assessment has been prepared. This identifies measures to mitigate effects upon both golf clubs and construction workers in proximity to the courses.

15.6.4 Warrington Borough Council suggested that the Preliminary Order Limits would impact on Warrington Borough Council's ability to deliver development in locations identified in their emerging local plan. In response, the Applicant has continued to undertake discussions with Warrington Borough Council to ensure that development plan allocations are either not affected, or that both the pipeline and the allocated development proposals can be brought forward without conflict. For

example, the pipeline is no longer routed through the former Fiddlers Ferry Power Station.

15.6.5 Trafford Council and Wain Estates also raised local strategies and policies including the (now adopted) Places for Everyone allocation of New Carrington. The Applicant has reduced the area of proposed land take through this allocation and realigned the pipeline route to follow an existing utility corridor which runs between development land parcels.

15.6.6 Knowsley Metropolitan Borough Council requested that the DCO included a condition to secure a Construction Management Plan. The Applicant considers that a condition of this nature would be accepted on the DCO and a **Draft Outline Construction Environmental Management Plan** is provided at Stage Three Statutory Consultation.

15.6.7 Cheshire East Council raised the issue of the Project affecting mineral safeguarding areas. The Applicant has undertaken a Mineral Resource Assessment and a Halite Risk Assessment. These are included within the Stage Three Statutory Consultation documentation, as appendices to the **Draft ES Chapter 12: Ground Conditions** and **Chapter 14: Land Use**.

15.6.8 Comments made by the Tatton Group regarding local plan policy and the protection of the historic environment have been addressed by changing the Project description to one which now seeks to cross south of Bostock Green by trenchless methods.

15.6.9 The Applicant is in discussion with SP Manweb and with other utilities to agree protective provisions.

16. Environment

16.1 Introduction

16.1.1 As part of the Stage Two Statutory Consultation, the Applicant sought feedback on its proposed application, which included a presentation of the Preliminary Order Limits within which the Project is proposed to be located.

16.1.2 This Chapter provides a summary of the relevant consultation feedback received from prescribed consultees, local authorities, members of the public and wider stakeholders grouped under the following headings:

- Agricultural land;
- Air quality;
- Assessments approach;
- Conservation Areas etc;
- Green Belt and green spaces;
- Habitats;
- Historic environment;
- Landscape and visual impacts;
- Mitigation measures;
- Noise;
- Water environment; and
- Wildlife.

16.1.3 The comments of consultees are captured comprehensively below. Any omissions in the discussion below with regard to the specific consultee groups indicates that there was not a response from consultees within that category.

16.2 Agricultural Land

Section 42 Consultees

Local Authorities

16.2.1 Warrington Borough Council said that the ES should include details of any loss of agricultural land and how agricultural land would be restored on completion of construction. It also recommended that agricultural land in Agricultural Land Classification (ALC) grades 1, 2 and 3a be retained where possible.

Prescribed Consultees

16.2.2 Natural England recommended the incorporation of appropriate mitigation measures to prevent the loss of Best and Most Versatile agricultural land, including the restoration of disturbed land to the baseline ALC grade, in the embedded environmental measures.

Persons with an Interest in Land (PILs)

16.2.3 National Trust identified that the Preliminary Order Limits extended through a productive apple orchard at the farm on its Dunham Estate, which it noted could be significantly impacted by the pipeline.

16.3 Air Quality

Section 42 Consultees

Local Authorities

16.3.1 Cheshire East Council highlighted that the automatic and passive air quality monitoring locations identified in PEIR Figure 9.2 were incorrect and provided the correct locations of their current monitoring locations.

16.3.2 Warrington Borough Council requested clarification on whether any traffic diversions were required for construction work and whether this could affect air quality at a detailed local level, specifically within the Warrington Air Quality Management Area. It said that this should be addressed in the ES and that there should be no breaches in air quality standards.

Prescribed Consultees

16.3.3 The Environment Agency advised that the Project could be located on or within 250 metres of a landfill site that could potentially be producing landfill gas.

Section 47 Consultees

Members of the public

16.3.4 A member of the public said that the burning of hydrogen for domestic heating will increase in the level of Nitrogen Oxides (NOX) They also said that this will affect the air quality of the local area with increased levels of NOX being released.

Business and Community Groups

16.3.5 Friends of Carrington Moss queried what impact the cancellation of the Greater Manchester Clean Air Zone would have on the air quality assessment and commented that new residential and employment developments could increase the sensitivity of air quality receptors in the vicinity of HAGIs, beyond that currently disclosed.

16.4 Assessments Approach

Section 42 Consultees

Local Authorities

16.4.1 Cheshire East Council said that the PEIR only provided generic details on biodiversity, noting that 45% of land within the Preliminary Order Limits had not yet been subject to ecological survey and that further assessments were required upon the completion of fieldwork. Cheshire East Council said that the ES should demonstrate how embedded measures have been incorporated to address biodiversity impacts. It considered that the visual impact of the pipeline through its area had not been sufficiently addressed. It questioned whether further sifting of visual receptors using the same criteria already applied in scoping out medium receptors was appropriate. It also said that justification was not provided for the evaluation of landscape and visual impact falling to minor/negligible during the operational phase.

16.4.2 Cheshire East Council requested detailed assessments of potentially contaminated land sites within its jurisdiction as part of the ES. Cheshire East Council recommended that walkovers and environmental searches be undertaken to assess areas of potential ground contamination and identify any information the Council may hold which may benefit assessments, respectively. It also advised that some areas of search for sand and gravel and preferred areas for brine identified in the Cheshire Replacement Minerals Local Plan were not included in Figures 14.4 and 14.5.

16.4.3 Both Cheshire East Council and Cheshire West and Chester Council said that the EIA should consider cumulative effects with HS2 and other components of the HyNet North West programme, particularly regarding construction timescales and routeing.

16.4.4 Cheshire West and Chester Council said that the PEIR did not present robust conclusions about the preliminary impacts of the Project and that elements had been missed for consideration, such as cumulative impacts, assessment methodology and designations. Cheshire West and Chester Council also commented that Project design options had not considered sites, habitats, and species together, which it suggested was a flaw in the assessment, and recommended their consideration as a whole. It raised similar concern that cumulative impacts of options close together and on Frodsham Marshes LWS were not considered and suggested that these be assessed. Cheshire West and Chester Council supported the overall EIA methodology and content, including the approach to cumulative effects and welcomed that a Cumulative Effects Assessment would take place after the PEIR. It also expressed support for the proposed climate resilience measures.

16.4.5 It considered that RSH3 would result in the loss of deciduous woodland and priority habitat open mosaic habitats. It advised that some areas of fragmented peat along the pipeline route could be avoided and suggested that the Applicant investigate this.

16.4.6 Cheshire West and Chester Council said that information in PEIR Chapter 12 provided a good summary of the next steps to refine the ground conditions desk study and advised that impacts of subsidence be considered at an early stage due to their potential to influence the pipeline route. It particularly highlighted the unique and complex geology and ground conditions in Bostock Green which it suggested may have a high risk of subsidence and instability. It also requested comprehensive ground investigations on the west side of the A350 to ensure the safety of local residents. It suggested that if the ground investigations identify high potential impacts, additional measures should be considered.

16.4.7 Cheshire West and Chester Council said that due to the limited surveys undertaken to date it was not possible to robustly assess impacts on species and habitats. It added that it was unclear whether all indirect effects had been considered due to the potential for future baseline changes because of incomplete surveys. Trafford Council also reflected that ecological information in the PEIR was limited and considered the proposed mitigation and compensation measures for ecological impacts to be largely generic.

16.4.8 Warrington Borough Council considered there to be limited information in the PEIR on certain areas, which it suggested frustrated its ability to gauge deliverability of Biodiversity Net Gain (BNG), fully assess the impacts of the Project and ensure adequate protection for protected species. Warrington Borough Council particularly highlighted that details of primary ecological surveys and assessments, tree surveys, removal quantities of vegetation and hedgerows, arboricultural reports and recommendations were not provided. It also raised concerns that primary survey information was not available to support the statement that embedded environmental and species-specific measures would result in a level of effects where notable species' Favourable Conservation Status was not impacted.

Prescribed Consultees

16.4.9 The Canal and River Trust identified that the Crossing Schedule in the PEIR did not include crossings of the River Weaver and Weaver Navigation by sections of the pipeline route, including WP4, RSp1, SP1 and the route section to the Runcorn HAGI. It also noted inaccuracies in the Crossing Schedule, including a watercourse through its land between the Trent and Mersey Canal and River Weaver.

16.4.10 The Trust recommended that site investigations and ground condition assessments consider the pipeline routeing close to the Trent and Mersey Canal in the Dutton Hall area, which it noted is prone to breaches and leakages. It identified that the PEIR Chapter 16 did not appear to consider the event of a canal cutting or embankment failure.

16.4.11 The Trust also suggested that detailed ground investigation results for the launch and reception pits of each trenchless crossing be shared for its review via its Code of Practice. It considered that it was unclear whether the composition of waterways and supporting infrastructure was considered within assessments of ground conditions and suggested that post-consent geo-environmental reports at waterway crossings should be shared and consulted on with the Trust.

16.4.12 The Trust said that the Acton dredging tip was not included in PEIR Figure 12.4 and recommended that the tip is considered an authorised landfill. It also advised that PEIR Table 7.18 contradicted the list of environmental measures later in the Chapter regarding routeing discharges from the operation phase. The Trust also said that some HGV crossings were listed incorrectly in PEIR Table 11.3 as being under its ownership.

16.4.13 The Environment Agency advised that the ES should include full details of pipeline construction methods, including a full assessment of the environmental impacts of watercourse crossings on the water environment and biodiversity. This is to determine the suitability of open cut trenching in place of trenchless methods. It said that hydromorphology baseline information should be included as a listed receptor of the aquatic environment, highlighting that importance of site-specific hydromorphology gauging the significance of impacts on the aquatic environment. It further advised that site-specific hydromorphology would help to inform the design and construction method of pipeline crossings and recommended that the de-regulated abstractions within the Water Environment study area be considered.

16.4.14 Environment Agency suggested that PEIR Table 7.8 should be updated to include Water Framework Directive (WFD) groundwater bodies identified in paragraph 7.6.44 of the PEIR and reflect changes to designations for certain waterbodies within the forthcoming 2021 North West River Basin Management Plan. Environment Agency similarly recommended that Table 1.1 in the WFD Assessment Summary Note is updated to reflect that lakes and transitional water systems can be designated as a Heavily Modified Water Body (HMWB) or Artificial Water Body (AWB). It requested clarification on where information on the classification parameters for canals to other AWBs was obtained and said that embedded environmental measure D5 include an assessment of the impacts of introducing barriers to groundwater flow on water resources and flood risk.

16.4.15 Environment Agency further advised that paragraph 7.6.72 of the PEIR should be amended to reflect that SPZs are Source Protection Zones (SPZs) while Safeguard Zones (SGZs) are a separate designation, to avoid ambiguity. It also said that future assessments should include two groundwater SGZs identified at Winwick Quay and Frodsham. It further highlighted that consented discharges identified in PEIR Table 4.4 were located within the Preliminary Order Limits and may have been historically subject to industrial or classified land uses.

16.4.16 Historic England said that the PEIR has been compiled in accordance with current best practice. Little Leigh Parish Council similarly commented that it found the PEIR helpful in identifying pipeline crossings in its parish and requested that the carbon impacts of the Project are assessed.

16.4.17 Natural England suggested the inclusion of the Pettypool Brook Valley Site of Special Scientific Interest (SSSI) in the ES due to its susceptibility to changes in groundwater flow and chemistry. They also suggested that Manchester Mosses Special Area of Conservation (SAC) and Rostherne Mere Ramsar are considered in the ES and HRA. It similarly requested further consideration of Ince Marshes in the ES and HRA due to its proximity to proposed construction access routes and potential for increased disturbance to Special Protection Area (SPA) birds, and that the ES include detailed wintering bird reports and mapping of bird numbers and locations.

16.4.18 Natural England also requested the HRA consider in-combination effects with other developments, including in neighbouring authorities, and that additional information is provided to enable a further screening to assess significant effects. Natural England additionally said that further information was required on the use of critical loads within HRA Table 9.17 and that values for the most sensitive habitat type should be used in the screening assessment. It also considered that the results provided in Table 9B.12 and 9B.13 were unclear.

16.4.19 Natural England said that wider hydrological impacts and implications for peat moss be included in the assessment and that impacts of carbon release for damaged peat be considered in the ES. It also asked that potential wetland and peatland restoration work at Black Moss, Carrington Moss and Park Moss be considered further

16.4.20 Natural England advised that the ALC and soil resource surveys should be extended to the full study area where detailed existing ALC information was not available and that both ALC and soil resource surveys should be planned early and in tandem. It further said that both surveys should consider the potential loss of Best and Most Versatile agricultural land and that the soil resource survey include a peat survey. It considered that PEIR Table 13.13 was not aligned with LA 109 and that it be amended in line with thresholds set out in the ICE EIA handbook and IEMA guidelines. It additionally suggested that the ES provide details of how any adverse impacts on soils can be minimised.

16.4.21 Natural England recommended that the Soil Management Plan includes site-specific soil mitigation measures in line with the Defra Construction Code of Practice and that the Peat Management Plan outline embedded measures and best practice for protecting peat soils in line with SEPA guidance. It also provided recommendations for the inclusion of content and measures for both Plans.

16.4.22 Sport England recommended that its Playing Field Policy and Guidance be included in the PEIR as relevant technical guidance as part of Chapter 14.2.

16.4.23 UK Health Security Agency noted that electromagnetic fields were not considered in the PEIR as requested during scoping and that the impacts of electromagnetic fields from electronic equipment should be assessed. The Agency said that an explanation would be required should electromagnetic fields be scoped out.

16.4.24 United Utilities said that the PEIR satisfied its concerns about construction and operational activities near and across watercourses and that sewer and effluent discharges were correctly identified as receptors for changes in fluvial flood risk. It recommended that the sensitivity of all outfalls be assessed in proportion to site and watercourse-specific environmental conditions. United Utilities also said that the EIA should address any water supply requirements for the Project and assess any consequent risks to water abstractions, including from fuels, chemicals and wastes. It requested an assessment of impacts of any potential settlement and vibration on its assets.

16.4.25 United Utilities identified that the Project impacts on sensitive locations within an SPZ relating to a drinking water abstraction resource. It suggested that this would require a site-specific Hydrogeological Risk Assessment to identify any pollution/ground disturbance impacts and outline pollution prevention mitigation measures required. It also said that it was unclear whether Hydrogeological Risk

Assessment would be completed for 'screened-in' abstractions as part of the embedded measures.

Persons with an Interest in Land (PILs)

16.4.26 A PIL expressed concern that no evidence has been provided to assess the potential for root damage or the loss of trees within ancient woodland.

16.4.27 Frodsham and District Wildfowlers Club Ltd considered that PEIR Chapter 14 and the Design Evolution Report did not consider the effects on planned developments and land uses as advised by the National Policy Statements for Energy (EN-1) and Oil and Gas Pipelines (EN-4).

16.4.28 National Trust expressed its satisfaction with the scope of the PEIR and inclusion of technical assessments relating to key areas of concern.

16.4.29 Peel L&P raised concerns that PEIR Chapter 13 did not recognise effects on its existing and operational assets and that PEIR Chapter 16 did not consider effects on receptors from the pipeline in terms of a potential leak or explosion. It further commented that the PEIR limited the extent of its consideration of cumulative socio-economic effects to short-term effects.

Section 47 Consultees

Members of the public

16.4.30 Members of the public raised concern about the cumulative environment impacts of the wider HyNet North West Project and its components with some requesting in person assessments to understand local issues.

16.4.31 A member of the public asked whether the long-term environmental impact of pumping hydrogen has been assessed and also if the environmental impacts of the Central Hub have been assessed. One respondent requested consideration of the carbon impacts of the Project to be assessed.

16.4.32 A member of the public specifically raised concern that impacts on Hartford Road and Eaton Lane have not been included in the PEIR.

Business and Community Groups

16.4.33 Friends of Carrington Moss queried how significant new developments, including residential and employment allocations proposed in the Places for Everyone plan, impact environmental assessments already completed.

16.4.34 Tatton Group suggested that the PEIR did not assess impacts of temporary land take and severance, including associated socio-economic impacts, on local agricultural businesses. It considered that this omission has meant that Section 5 of the EIA Regulations 2017 has not been complied with in preparation of the PEIR and suggested that this should be assessed alongside the reconsideration of Southern Corridor Option B.

Wider Consultees

16.4.35 Cheshire Wildlife Trust suggested a lack of Phase 1 and Phase 2 biodiversity survey data available in the PEIR and advised that much of the application site may need to be surveyed outside the optimal window for habitat surveys to meet the application date. It further commented that any inability to undertake surveys ahead of the application date would impact the validity of assessments and the ability to scope and undertake Phase 2 surveys. It also highlighted what it considered significant gaps in transect data and results, particularly around the Fiddlers Ferry lagoons. The Trust said that a lack of land access was not an acceptable limitation to biodiversity surveys being undertaken and requested an update on the proportion of the application site that had been subject to Phase 1 surveys and the proportion of Phase 2 surveys undertaken.

16.4.36 The Trust also considered the scoping out of all non-Schedule 1 WACA breeding bird species from the PEIR to be incorrect due to the presence of such birds in Cheshire. It advised that information gathered from the desk study should be used to inform Phase 2 surveys.

16.4.37 Cheshire Wildlife Trust suggested that a full HRA should be undertaken as evidence presented in the Scoping Report was not sufficient to scope out effects on the integrity of the Mersey Estuary. It also noted that effects to Great Crested Newts (GCNs) were to be mitigated and compensated for via entry to the District Level Licencing (DLL) scheme, though considered that this should not mean that effects be scoped out of the Biodiversity Assessment and EIA. Without taking GCNs through the EIA assessment stage, it suggested, there would be significant residual adverse effects to ponds supporting breeding GCNs.

16.4.38 The Trust disagreed that Species Priority Index (SPI) and other protected or conservation-notable plant species were unlikely to occur within the Preliminary Order Limits and that there will be no significant effects on woodlands, hedgerows and other Habitat Preference Index (HPI) or non-PI habitats and species. It said that the PEIR did not assume a worst-case scenario for notable invertebrate species and that the final assessment of invertebrates may be incomplete or inappropriate due to a lack of survey data. It also indicated that route options were being consulted on without detailed information on which habitats or species were being impacted by particular pipeline routes.

16.4.39 The Trust disagreed with the conclusions that NP4, NP5, HWH1, and HWH2 would result in no significant impacts on ecological features of county importance and that land take, land use change, and fragmentation of habitat would be low or not significant for SP3, SP4, RSP1 and RSP2. It further disagreed that the negative effects of SP3 were not significant due to open trench crossing through ancient woodland not being ruled out, and that impacts to ecological features would be mitigable and adequate compensation could be provided.

16.4.40 The Trust said that there had been no assessment of degradation habitats within non-statutory designated biodiversity sites close to the Preliminary Order Limits and that the PEIR did not consider habitat function, connectivity, or condition. It further highlighted that PEIR Table 5.8 did not include Cheshire and Wirral LWS selection criteria as a data source for biodiversity assessment.

16.4.41 The Trust disagreed with the future baseline of the application site outlined in PEIR Chapter 5 due to the likelihood of nature and climate-focused policies and strategies taking effect across the Preliminary Order Limits and suggested the future baseline factor in the two-degree temperature rise predicted by the IPCC.

16.5 Conservation Areas

Section 42 Consultees

Local Authorities

16.5.1 Cheshire West and Chester Council advised that any development within or affecting the setting of a Conservation Area should consider the desirability of preserving or enhancing the appearance or character of that area.

16.5.2 Warrington Borough Council agreed with the partial assessment of impact on Conservation Areas and further assessments detailed in PEIR section 6.13. It expressed support for the proposed methodology for assessing impacts on heritage assets and suggested that the assessment include information on the local authority each individual asset is located in. It did however consider that additional assessment was required regarding impacts on Conservation Areas.

Section 47 Consultees

Business and Community Groups

16.5.3 Tatton Group shared concerns that the pipeline, and construction traffic serving it, would be routed through the Bostock Green Conservation Area.

16.6 Green Belt and Green Spaces

16.6.1 Further comments raised in relation to the Greenbelt and Above Ground Installations can be found in Section 7.3 of this report.

Section 42 Consultees

Local Authorities

16.6.2 Cheshire East Council said that clear demonstration should be provided of the special circumstances to justify the siting of HAGIs in Green Belt land, in accordance with guidance in the NPPF and Cheshire East Local Plan Strategy.

16.6.3 Warrington Borough Council raised concerns that the loss of proposed residential development at Warrington Waterfront and Fiddlers Ferry due to the Project would result in the need to release more land from the Green Belt for development. Warrington Borough Council said that compensation for affected Green Belt land had not been considered.

Persons with an Interest in Land (PILs)

16.6.4 National Trust highlighted the role of Dunham Estate in providing valuable recreational space for the residents of densely populated urban areas of Greater Manchester and its status as one of the Region's principal cultural heritage assets.

16.6.5 PIL respondents said that the proposals would have an adverse impact on local Green Belt land proposing that the Project should be located on brownfield land.

Section 47 Consultees

Members of the public

16.6.6 Several respondents said that the proposals would have an adverse effect on local Green Belt land, with one stating that the Project would have a devastating impact on greenfield countryside whilst others suggested that the Project should be located on brownfield land as opposed to Green Belt.

16.6.7 A member of the public requested that the Project protects green land and wildlife where possible with another respondent said that the countryside is already in decline and that the cost of the hydrogen pipeline will be furthering the decline of the countryside.

Business and Community Groups

16.6.8 Friends of Carrington Moss said that the Project would adversely impact on local Green Belt land, Green Belt purposes and boundaries.

16.7 Habitats

Section 42 Consultees

Local Authorities

16.7.1 Cheshire West and Chester Council identified that RSH2 and RSH3 were sited in higher value bat commuting and foraging habitat, suitable reptile habitat and notable plant species habitat, and suggested that this would result in the permanent loss of these habitats. It raised similar concern that RSH3 would result in the loss of trees with bat roosting potential. Cheshire West and Chester Council commented that lowland calcareous grasslands, which are rare in Cheshire, had not been considered in the assessment of RSp1 and RSp2 and that the change for RSp2 had been reached due to habitat losses from trenchless crossing compounds.

16.7.2 Cheshire West and Chester Council queried how effects on site habitats and species could be concluded as not significant, noting the requirement for further specific mitigation from surveys. It recommended that the impacts of each option be considered as a whole project and that impacts on sites, species and habitats be considered together. Cheshire West and Chester Council suggested that the HRA provide functionally linked land maps to aid assessment and said that the

HRA should be amended to reflect some designations which had not been included in the assessment.

16.7.3 Trafford Council said that insufficient information was provided to enable detailed comments to be provided on habitats and species. It raised concern about the loss of hedgerows along the pipeline route and suggested that this impact would need due consideration from an ecological and visual landscape character perspective.

16.7.4 Warrington Borough Council expressed concerns about the potential loss of trees on Chester Road and Lime Tree Avenue and of existing biodiversity and landscape features at Arpley Meadows and Gatewarth Nature Reserve. Warrington Borough Council along with Trafford Council advised that SSSIs, LWSs and ancient woodland be avoided in the micro-siting of proposed working areas as a matter of course rather than just where practicable. Warrington Borough Council also advised that District Level Licensing was at an early stage of development in the Borough and that there were few new ponds available for purchase. It suggested engagement with Natural England to ensure an adequate supply if there are impacts on a high number of ponds.

Prescribed Consultees

16.7.5 Dunham Massey Parish Council said that the Project would lead to a loss of habitat for local wildlife and that the pipeline would impact on new habitats in the parish brought forward through the Green Challenge Fund.

16.7.6 Forestry England identified that the pipeline route and Preliminary Order Limits crosses areas of priority saltmarsh habitat and ponds within the boundary of its site at Upper Moss Side Farm. It requested that impacts to the habitats and protected species at the site be considered.

16.7.7 Joint Nature Conservation Committee identified that the Project was not located within the offshore area and advised that it did not have any potential for offshore nature conservation issues.

16.7.8 Natural England said that there was insufficient information to rule out the likelihood of significant effects in the Habitats Regulation Assessment.

16.7.9 Warburton Parish Council raised concerns about adverse impacts of the Project on the local environment, including potential damage to Warburton Moss, which it highlighted significantly contributes to carbon capture and provides a diverse wildlife habitat.

Persons with an Interest in Land (PILs)

16.7.10 PILs discussed the potential impact of the Project on the local environment, including that the pipeline route through Dunham Massey would require the removal of ancient oak trees. Further PILs provided suggestions that hedgerows should be protected or reinstated following the construction of the pipeline.

16.7.11 National Trust identified that its Dunham Massey Estate contains areas of ecological interest, mixed arable and stock farming, and wetlands that sustain a healthy population of species. It said that the Project would impact tree planting and wetland habitat restoration project at the Estate.

16.7.12 Woodland Trust said that the Project would impact or lead to the loss or permanent fragmentation of numerous ancient woodlands, veteran trees and Trust sites. It raised particular concerns about the impacts of construction activities on woodlands. It highlighted the role of ancient woodland as a valuable natural asset important for wildlife, carbon capture and storage, and cultural, historic and landscape value. It suggested that impacts on veteran trees should be considered in accordance with advice in NPS EN-1 and NPPF paragraph 180.

Section 47 Consultees

Members of the public

16.7.13 Members of the public often considered that the Project would detrimentally affect or lead to the loss of habitats, including ancient woodlands, veteran trees, and Woodland Trust sites. Further comments received identified the area around Frodsham Marshes contain bird species and wildlife which would require protection from these impacts. A respondent similarly highlighted that the pipeline route would pass through areas of ancient woodland.

Business and Community Groups

16.7.14 Friends of Carrington Moss considered that the Project would require the removal of trees, hedges, and vegetation and could cause the disturbance of peat, which it noted would lead to the emission of carbon. It further noted that PEIR Figure 5.4 did not include Carrington and Warburton Mosses.

16.7.15 Friends of Weaver Parkway identified two Sites of Biological Importance within the Weaver Parkway site.

Wider Consultees

16.7.16 Cheshire Wildlife Trust said that the Preliminary Order Limits would include some Local Wildlife Sites, leading to significant impacts. It particularly highlighted impacts of land take, construction disturbance and other significant effects on Moore Nature Reserve, including habitats of principal importance. The Trust also commented that non-statutory designated biodiversity habitat function, connectivity and condition can be degraded as a result of indirect impacts, such as severance and pollution.

16.7.17 The Trust advised that the Applicant commit to achieving a minimum of 10% minimum BNG across the Project and 20% in areas where impacts to LWSs are unavoidable, calculated using the Defra metric. It also suggested that the creation of a linear nature recovery network vision accompanying the pipeline route should be considered and that habitats should be appropriately enhanced where possible, rather than just reinstated. It further recommended that the relevant generic biodiversity embedded measures include those outlined in Natural England and the Forestry Commission's standing advice on ancient woodland, ancient trees and veteran trees.

16.7.18 Graham Brady MP identified that a number of wild birds, including native mammals and nocturnal creatures, have nesting sites in the area and advised that action should be taken to minimise effects on their habitats.

16.7.19 The Wildlife Trust for Lancashire, Manchester, and North Merseyside advised that it would be open to discussions with the Applicant to incorporate a Nature Recovery Network into the Project as it considered that maintenance and health and safety considerations would deter development above the pipeline.

16.8 Historic Environment

Section 42 Consultees

Local Authorities

16.8.1 Cheshire East Council and Warrington Borough Council recommended that any required evaluation trial trenching be carried out as early as possible, acknowledging restrictions on securing access to carry out intrusive trenching before full control of land is obtained. Both Councils requested that the ES outline the full impact of the Project and archaeological mitigation strategy, including the appropriate mapping and quantifying of impacts through ancient parishes and townships to enable the inclusion of relevant mitigation measures.

16.8.2 Cheshire East Council said that all effects on built heritage should be cross referenced with landscape and noise and vibration impacts when significant effects are reported and mitigated. Cheshire East Council asked that these be presented by Borough to enable clear understanding of this information.

16.8.3 Cheshire West and Chester Council shared concern about potential impacts from construction activities, HAGIs and BVIs on views around various Conservation Areas, in addition to listed buildings and scheduled monuments within their setting. It identified Sutton Hall, Sandiway Bank Farmhouse, Earnslow Grange and Estate Cottages, Brook House Farm House and Drakelow Hall as sites of particular concern. Cheshire West and Chester Council raised further concerns about the impact of the Runcorn and Rocksavage HAGIs on Thornton le Moors Conservation Area and the Weaver Navigation including its associated heritage assets.

16.8.4 It considered that as the majority of the Project is below ground infrastructure, the long-term effects on the historic environment were likely to be negligible, subject to suitable mitigation, though it noted that temporary harm could be caused during construction to nearby listed buildings and conservation areas. It identified requirements in its Local Plan that all development should safeguard heritage assets and the character and setting of areas of acknowledged significance. It also said that further exploration was required to fully assess the impact of HAGIs on the setting of adjacent designated assets.

16.8.5 It also suggested that consideration be given to existing townscapes, local landmarks and skylines, the contribution that open area make to the special character and appearance of the conservation area.

16.8.6 Trafford Council said that Figures 6.4 and 6.5 of the Archaeology Desk-based Assessment were at such a wide scale that it was difficult to identify sites or areas where the Project would have archaeological impacts. Trafford Council anticipated that conditions would be required to ensure heritage assets are protected during the construction and operation of the pipeline.

16.8.7 Warrington Borough Council suggested that further assessments were required to fully assess impacts on archaeology and the setting of the Manchester Ship Canal, which it identified was a non-designated heritage asset.

Prescribed Consultees

16.8.8 Canal and River Trust said that the Runcorn and Rocksavage HAGIs would impact on the setting of the Weaver Navigation historic waterway and its associated heritage assets. It also considered that construction activities could adversely impact canal-related heritage assets. The Trust also said that archaeological deposits within the pipeline trench and trenchless crossing footprints would likely be removed and that near surface remains may be disturbed.

16.8.9 The Trust requested that the ES include an assessment of the physical and visual impact of construction works on canal-related heritage assets and that further detail be provided on the clearance and reinstatement of vegetation. The Trust also recommended that it be consulted on a programme of archaeological investigation and set out within an overarching WSI.

16.8.10 Historic England agreed with the list of effects scoped out of the assessment and conclusions of PEIR Appendix 6B and supported the embedded environmental measures listed in Table 6.7. It suggested that measures are included to ensure the protection of below-ground archaeology during construction and to mitigate the impact of the Hydrogen Production Plant HAGI on the scheduled monument at Elton.

Persons with an Interest in Land (PILs)

16.8.11 National Trust said that the construction and operation of the Project, would adversely impact on its Dunham Massey Estate, including its designated heritage assets, landscape character and views.

Section 47 Consultees

Members of the public

16.8.12 One respondent identified that there may be an abandoned plague village in a field near Aston. Another respondent identified that there is a possible wood henge close to Sutton Hall and therefore suggested further investigation. One member of the public commented on the proximity of the proposed pipeline and the potential damage or destruction of ancient monuments such as Moulton Barrow Bowl and Vale Royal Abbey. Another respondent shared that there may be impact of temporary construction areas on the site of Lewis Carroll's birthplace.

16.8.13 A respondent requested clarification on whether any archaeological surveys have been undertaken along the pipeline route.

Business and Community Groups

16.8.14 Friends of Carrington Moss identified that the pipeline would be routed through the historic Warburton parish ditch, which it noted was over a thousand years old.

16.9 Landscape and Visual Impacts

Section 42 Consultees

Local Authorities

16.9.1 Cheshire East Council recommended that advance planting and seeding of bunds be considered to reduce visual impacts. Cheshire East Council raised concern that the visual impact on individual properties had been scoped out and suggested that a professional opinion be sought on which properties are going to be significantly impacted. It advised that a clear rationale should be set out within the ES for effects judged not to be significant.

16.9.2 Cheshire West and Chester Council requested that the information in the Landscape and Visual Impact Assessment (LVIA) be structured in a more user-friendly format, include a summary overview and a supporting landscape strategy including a design rational for mitigation. It said that LVIA photomontages and section drawings should be provided to assist with the selection process and design location options.

16.9.3 Cheshire West and Chester Council raised concern about the visual impacts of the HAGIs and BVIs and considered that the proposed layout offers some alternative positions for HAGIs at Rocksavage and the Central Hub. It requested that the Applicant engage with its Landscape Officer and other relevant stakeholders to explore alternative positions for HAGIs. It also advised that the final ES and requirements of the draft DCO include confirmation of final positions and detailing of all HAGIs and BVIs, including proposed landscape mitigation, detail of landscape topography, built structures, protective fencing, and associated landscaping to demonstrate safeguarding.

16.9.4 Warrington Borough Council said that protective measures for retained trees, hedgerows or woodlands in or bordering the Preliminary Order Limits had not been provided. It noted that the Preliminary Order Limits included established agricultural hedgerows and hedgerow trees that are prominent within the rural landscape and raised concern about their loss and the loss of potentially important hedgerows under the Hedgerow Regulations 1997. Warrington Borough Council also identified that the Preliminary Order Limits contained or were adjacent to trees and ancient and semi-ancient woodland subject to Tree Protection Orders, including some which are of local landscape importance.

16.9.5 Warrington Borough Council expressed concern about the visual impact of the Project on Gatewarth Nature Reserve and Arpley Meadows, the latter of which it identified is proposed to be a country park. It also raised concern about the visual impact of the Higher Walton HAGI on the local landscape due to site size and its significant fencing.

16.9.6 It suggested that the rooting areas of ancient and semi-ancient woodlands adjacent to the Preliminary Order Limits will likely cross over into the Limits and will require safeguarding through the lifespan of the Project. It also expressed concerns about the impact of the Project on trees within the public realm and said that protective measures should be provided for affected retained trees and that removed trees be provided with replacements within the Preliminary Order Limits. It recommended that as few trees be removed as possible due to the significant impact of removal on local landscape and visual amenity. It suggested that off-site locations be marked to accommodate required mitigation tree plantings, or contributions to enhance local public open space be discussed. Warrington Borough Council proposed that each tree subject to a Tree Protection Order be individually considered and retained where possible and highlighted its objection to the removal of street trees.

16.9.7 Warrington Borough Council suggested that the DCO application include a tree survey that includes a tree retention and removal plan, retained trees and root protection areas on layout plans, and landscape design including species and locations of new trees. It further advised that a Tree Survey and Arboriculture Impact Assessment in accordance with BS 5837:2012 be provided as early as possible.

Prescribed Consultees

16.9.8 The Canal and River Trust and Warburton Parish Council raised concerns about the visual impact of temporary construction areas on local communities. The Canal and River Trust said that viewpoints should be provided for the Runcorn and Rocksavage HAGIs from the perspective of waterway corridors and along the pipeline route at canal crossings, which would help to demonstrate no long-term visual impact from the pipeline.

16.9.9 National Grid Electricity Transmission suggested that slow and low growing species of trees and shrubs be planted as part of any landscaping scheme near the existing overhead line to reduce risk of compromising statutory safety clearances.

Persons with an Interest in Land (PILs)

16.9.10 National Trust said that construction activities would impact on the landscape of its Dunham Massey Estate, its wider setting, and on the experience of the landscape.

Section 47 Consultees

Members of the public

16.9.11 Members of the public raised concerns about the visual impact of temporary construction areas of local communities. One of those respondents also commented on the impact of light pollution from leaving a staging post lit all night on the countryside and residents.

16.9.12 One respondent questioned the effects of the scheme on the landscape of High Legh.

Business and Community Groups

16.9.13 Tatton Group expressed concern about the impact of the pipeline route and construction storage area on the amenity and setting of its Bostock Green Estate.

Wider Consultees

16.9.14 Trans Pennine Trail suggested that the Trail and National Cycle Network should be included in the assessment of landscape and visual effects.

16.10 Mitigation Measures

Section 42 Consultees

Local Authorities

16.10.1 Cheshire West and Chester Council said that embedded mitigation measures will not resolve all identified impacts and considered them to be standard general measures based on minimal survey information. Cheshire West and Chester Council said that the assessment and determination of mitigation measures for the construction impacts of both HS2 and the Project need to be on a combined basis. It outlined specific areas which it considered require cumulative assessment and resolution to ensure lasting mitigating impacts.

16.10.2 It said that the impacts of the final design and layout of HAGIs and BVIs and loss of any significant trees should be clearly addressed in the final ES. It advised that any mitigation should be provided by suitable DCO requirements. Cheshire West and Chester Council also requested that breaches of ancient parish and township boundaries be quantified and mapped for inclusion in the ES programme of mitigation.

16.10.3 Trafford Council welcomed that the full mitigation strategy will be developed with input from Historic England and local authority curators. It requested noise mitigation is scoped into the ES, that noise mitigation be established for communities along the proposed route and close to HAGIs and construction areas, and that noise mitigation and monitoring strategies be provided for the Council's review prior to commencement. It also said that further engagement should take place with the Greater Manchester Archaeological Advisory Service, who it advised should be provided an opportunity to comment on the details of the mitigation strategy.

16.10.4 Warrington Borough Council considered that proposals to mitigate and compensate for potential ecological harm were generic and that insufficient details were provided on the distance from the pipeline where mitigation planting would be allowed. It shared concern that limitations to replanting near the HAGIs and BVIs would make direct mitigation losses difficult within immediately affected locations and advised that details of these future restrictions be included in the ES.

16.10.5 Warrington Borough Council suggested that environmental compensation measures will be required for impacts on protected species and loss of trees. It further highlighted that mitigation measures may be required for 24-hour works to

minimise impacts on residential amenity and requested that it review and agree mitigation required for the construction of the Novelis spur.

Prescribed Consultees

16.10.6 The Canal and River Trust recommended that any impacts to canal-related listed heritage assets are mitigated to avoid harm to significance. It also said that mitigation planting with native species should be used to limit the visual impacts of the Runcorn and Rocksavage HAGIs on the River Weaver and Weaver Navigation. It further considered that there may be opportunities for the Project to use areas of its waterway for BNG.

16.10.7 The Environment Agency (EA) provided advice on the approach required for the storage of materials and oils which are likely to cause pollution, and the management of waste on-site and off-site. It also provided advice on the approach required for land contamination, including model procedures and good practice.

16.10.8 SP Energy Networks suggested that mitigation proposals will need to take account of SP Manweb assets and its operational requirements. Similarly, United Utilities identified that it requires unrestricted access to its assets for maintenance, repair and replacement and as such ecological mitigation and areas for BNG should not compromise its ability to perform statutory duties. It also shared its preference for mitigation to be located away from SPZ1. It advised that best practice should be followed in the use and storage of fuels, oils, chemicals and other wastes, to remove the risk of pollution during the construction and operation of the Project. United Utilities also welcomed the mitigation proposed for the potential adverse effects on geomorphological receptors as set out in the PEIR.

Persons with an Interest in Land (PILs)

16.10.9 Multiple PILs suggested that clay be reinstated as part of the works.

16.10.10 Woodland Trust requested that mitigation measures are provided to alleviate impacts on ancient woodland and trees, citing concerns about detrimental edge effects. It suggested the Project utilises buffer zones of at least 30 metres for all areas of ancient woodland and Trust-owned sites to prevent adverse impacts. The Trust also recommended that veteran tree mitigation use the British Standard when creating buffer zones and root protection areas.

Section 47 Consultees

Members of the public

16.10.11 A member of the public suggested that where vegetation is removed during the construction works, they should commit to replanting whilst others requested for more information regarding the approaches to be applied to minimise the impacts of construction and operation of the Project on the wildlife and the environment.

Business and Community Groups

16.10.12 Friends of Carrington Moss requested information on the strategy for mitigation or replacement of hedges and vegetation removed for the Project.

Wider Consultees

16.10.13 National Farmers Union requested information on the areas which are included within the BNG calculations and the percentage of net gain proposed. It also requested information on the additional areas of land required for habitat mitigation, stating that it did not wish for additional land to be compulsory purchased for the purpose of habitat mitigation.

16.11 Noise

Section 42 Consultees

Local Authorities

16.11.1 Cheshire West and Chester Council said that the HS2 rail line and consequent vibrations from trains travelling along it could adversely impact the pipeline.

16.11.2 Trafford Council requested that noise be considered to ensure that impacts on sensitive receptors can be minimised and remediated.

16.11.3 Warrington Borough Council noted that detailed acoustic assessments will occur to establish noise levels within a 500m study area from HAGIs. It said that it should be re-consulted if assessment results are shown to cause potential issues.

Prescribed Consultees

16.11.4 The Canal and River Trust highlighted concern about construction vibration on its infrastructure, and that that vibration monitoring should be undertaken during construction period. It requested that boaters and moorings along the waterway corridor are considered and assessed for noise disturbance and mitigation provided.

16.11.5 Little Leigh Parish Council raised the potential for noise impacts of HAGIs should compressors or other machinery be installed there in the future.

Section 47 Consultees

Members of the public

16.11.6 A member of the public shared concern about the impact of noise from HAGIs on neighbouring residents and wildlife.

16.12 Water Environment

Section 42 Consultees

Local Authorities

16.12.1 Cheshire East Council requested that a Flood Risk Assessment (FRA) is submitted for review where its water management interests may be affected and asked that information from the latest Cheshire East Monitoring Report is included in the FRA. It also considered that temporary units installed for construction will require a surface water drainage agreement with the Lead Local Flood Authority (LLFA). It requested that the Applicant further liaise with its flood risk management team.

16.12.2 Warrington Borough Council raised concerns that the pipeline is routed through areas at risk of flooding and suggested that the FRA address this. It recommended that further work is undertaken in relation to surface water flood risk to Warrington. It supported the inclusion of an FRA with the application for a DCO and requested that it be re-consulted as LLFA as the FRA and Drainage Strategy is finalised.

Prescribed Consultees

16.12.3 The Canal and River Trust considered that there was a risk of open trench techniques leading to the silting up of the culverts, causing subsequent stability issues or breach of the canal and requested more information. It also requested engagement on the location of works crossing within the vicinity of its waterways and on infrastructure stand-off distances, buffers and containment measures. Similarly, the sharing of drainage measures during the operational lifetime of the pipeline was requested along with drainage details for permanent above ground works and temporary construction work. It further advised that formal discharge to its waterways, including the Trent and Mersey Canal, will require its consent and agreement.

16.12.4 The Environment Agency advised that permission will be required from the relevant Lead Local Flood Authority (LLFA) where work is to be conducted near ordinary watercourses and that culverting consent may also be required. It said that crossing designated main rivers will require agreement and an Environmental Permit to avoid damage and increased flood risk. The Environment Agency also said that baseline fluvial processes should be understood to inform the depth and location of each pipe crossing and to ensure that impacts are minimised. It said that open cut crossings could adversely affect legally protected species and create a temporary barrier to migratory fish species. It supported further assessments of impacts to fish and eel habitat and migration. It advised that it requires demonstration that the construction method will not prevent the waterbody from attaining future ‘Good Status’ or ‘Potential’ in line with the WFD.

16.12.5 The Environment Agency supported the inclusion of a Drainage and Water Management Plan specific to water and silt management during construction. It advised that the volume and rates of discharge for drainage will need to be controlled to remove the risk of harming ecology, increasing water levels and impacting water quality. It reflected that the Project may require an Environmental

Permit to discharge liquid effluent or wastewater to surface water or groundwater and permits for dewatering, temporary watercourse crossings and discharges. It similarly advised that the Project may require a Flood Risk Activity Permit and an impounding license to impound watercourses.

16.12.6 The Environment Agency welcomed the assumption that non-potable water bodies are at 'Good Ecological Status' to ensure water bodies are protected, suggesting that consideration is given for the pipeline construction and possible contamination migration following installation in areas with adverse ground conditions to ensure controlled water receptors are not impacted. It also recommended that appropriate treatment and disposal of sewage is provided where no foul sewer is available.

16.12.7 The Environment Agency said that decommissioning would result in the pipeline being left in situ for perpetuity, crossing a watercourse filled with grout could increase flood risk. It recommended that the element level water body objectives are checked to understand if any water quality improvements are expected by 2027. It highlighted that ammonia and dissolved oxygen may deteriorate from worker welfare facilities. It suggested that treatment above standard secondary treatment may be required to minimise the impact of discharge to the receiving environment.

16.12.8 United Utilities requested that the assessment of contamination consider the impact to its assets, water resources and water quality and recommended following the Environment Agency's approach to groundwater protection. It requested consideration of water efficiency and re-use opportunities wherever possible. It also said that land to facilitate discharges to watercourses should be fully identified within the Proposed Order Limits and that wastewater assets will be subject to a technical appraisal and must meet requirements of the sewerage sector's Design and Construction Guidance. It considered that there was insufficient information to enable the assessment of the impact of the Project, particularly where boreholes lie within a SPZ or directly overlie an abstracted aquifer and identified several boreholes as requiring further investigation.

16.12.9 It commented that sewer flooding should be considered in the ES in line with national policy and recommended that the Project should not increase the risk of this. United Utilities stated that no surface water will be allowed to discharge to the existing public sewerage system. It proposed that surface water be managed via Sustainable drainage systems (SUDs) and that details of its management and maintenance regime are included in the Project. It further recommended that the Applicant seek advice regarding water and wastewater services at the earliest opportunity to avoid unnecessary costs and delays. It highlighted that all proposals should comply with Environmental Permitting Regulations and will need to demonstrate no negative impacts on flood risk to nearby assets. It asked for assurances of no unacceptable impacts on the River Dee catchment and associated water resources.

Persons with an Interest in Land (PILs)

16.12.10 A PIL raised the presence of land drains in close proximity to the proposed route alignment in the vicinity of Shutley Lane and Heath Lodge Farm, which they suggested may require rerouteing or rebuilding.

16.12.11 Corona Vulcan Ravenhead Ltd said that the proposed pipeline would impact surface water attenuation ponds within the Ravenshead Retail Park and the effective operation of the surface water drainage and attenuation system. National Trust shared views regarding work being undertaken at Dunham Massey Estate as part of the Riverlands Project.

16.12.12 Dutton Hall Farm commented that the Trent and Mersey Canal has not been sufficiently repaired since the Dutton Hall breach.

Section 47 Consultees

Members of the public

16.12.13 Members of the public said that that the diversion of watercourses during construction would increase the risk of flooding for local communities. Members of the public requested information on the potential impact the pipeline may have on future flood events and/or sought confirmation that the Project will monitor land drainage to minimise the risk of flooding.

16.12.14 A member of the public suggested that excavations from the Trent and Mersey Canal to the River Weaver in Anderton will pass through land previously contaminated by chemical works.

16.12.15 A member of the public requested clarification on whether a groundwater or flooding survey has been undertaken on Eaton Lane and Hartford Road. They also requested information on how potential flooding impacts on Eaton Lane and Hartford Road could be mitigated.

16.13 Wildlife

Section 42 Consultees

Local Authorities

16.13.1 Trafford Council disagreed with statements in the PEIR that embedded environmental and species-specific measures would not impact the Favourable Conservation Status for all notable species.

16.13.2 Warrington Borough Council suggested that the Project will have substantive impacts on badgers, bats and GCNs as a minimum. Warrington Borough Council considered that further details are required in relation to the proposed lighting for the above ground installations and construction lighting, and their impact on protected species. It said that further information is required on how the proposed fencing for HAGIs creates habitat fragmentation.

Prescribed Consultees

16.13.3 Forestry England advised that there are records of otters at Upper Moss Side Farm in Warrington.

Persons with an Interest in Land (PILs)

16.13.4 PIL frequently suggested that the Project will impact on local wildlife. Particular species included badgers, buzzards, deer, kestrels, foxes, frogs, roosting bats, and stoats.

Section 47 Consultees

Members of the public

16.13.5 Members of the public raised concern about the impact of the Project on local wildlife. A consultee suggested that land adjacent to the Weaver Valley Park and Shaws Lane is ecologically fragile and contains Sites of Biological Importance and protected species.

16.13.6 A respondent shared concern about the impact of construction traffic on local wildlife due to an increase in noise and pollution, whilst others said that temporary construction areas may also impact the local wildlife due to their large size.

Wider Consultees

16.13.7 Cheshire Wildlife Trust identified that there are a significant number of Mersey SPA species recorded in proximity to the Preliminary Order Limits.

16.13.8 Graham Brady MP reflected that local residents are concerned that the Project may potentially impact local wildlife, including impacts due to the amount of land required for temporary construction areas.

16.14 How has Feedback Influenced the Project

16.14.1 As outlined above, a range of comments were received from consultees in relation to the environment. A summary of how feedback has been taken into account is provided below.

Agricultural Land

16.14.2 In response to Warrington Borough Council and Natural England, the Applicant can confirm that Soil surveys (including ALC and peat) commenced in 2023 and the results are provided within **Draft ES Chapter 13: Agriculture and Soil Resources**. Further survey is being undertaken in Autumn 2024 and the combined survey results will be used to enable the characterisation of Best and Most Versatile land. The information will also be used to inform best practice measures for mitigation.

16.14.3 An Outline Soil Management Plan will also accompany the Final ES and will describe the soil types present, the baseline ALC grades and will include measures for soil handling, storage and restoration, including measures to support the restoration of land to the original ALC grade.

16.14.4 In response to National Trust identifying that the Preliminary Order Limits extend through a productive apple orchard, the Draft Order Limits now avoid the apple orchard on the Dunham Estate.

Air Quality

16.14.5 In response to comments raised by Cheshire East Council, an updated air quality monitoring locations figure is presented in **Figure 9.2** of **Draft ES Chapter 9: Air Quality**.

16.14.6 Warrington Borough Council requested clarification on whether any traffic diversions would be required. The Applicant can confirm that no diversion of traffic is proposed and that this should ensure that greater numbers of existing baseline traffic are moved onto roads they would otherwise not use, giving rise to indirect air quality effects.

16.14.7 In response to advise provided by the Environment Agency, Landfill gas is included as a potential source within the **Preliminary Risk Assessment (Appendix 12A** of the **Draft ES Chapter 12: Ground Conditions)** which informs the baseline of this Draft ES.

16.14.8 Greenhouse gas (GHG) emissions as a result of burning hydrogen are outside the scope of assessment presented in the Draft ES, which considers GHG emissions from the construction, operation and decommissioning of the Project. Further discussion of this is provided in **Draft ES Chapter 17: Climate Change - Greenhouse Gas Emissions**.

16.14.9 The air quality assessment baseline has been based on recent monitoring and modelling of current conditions. The vicinity of each individual HAGI has been assessed for sensitive receptors, and sensitivity of the area assessed on a location by location basis. Cancellation of the Greater Manchester Clean Air Zone is therefore not considered to affect the assessment.

Assessment Approach

16.14.10 The Applicant recognises that much of the information presented at Stage Two Statutory Consultation was preliminary in nature reflecting the stage which the Project had reached. Subsequently it has undertaken many surveys which have been used to profile baseline conditions and inform the assessment of significance presented within the Draft ES. For example, a number of ecological surveys have been completed which consider habitats and species both terrestrial and aquatic.

16.14.11 The landscape and visual impact assessment set out in **Appendix 8F: Visual Receptor Assessment** of the Draft ES includes consideration of a number of receptors within Cheshire East. Justification is provided for the conclusions of the assessment. Visual receptors of a medium and low sensitivity, where focus is not on the landscape, have been scoped out of the assessment as agreed by the Planning Inspectorate in the Scoping Opinion.

16.14.12 Potentially contaminated land sites are assessed in **Appendix 12A: Preliminary Risk Assessment**, including sites within Cheshire East. Cheshire East also raised the potential effects upon sand and gravel resources and the Applicant has prepared a Minerals Resource Assessment as an appendix to the **Draft ES Chapter 14: Land Use** which will be consulted upon at Stage Three Statutory Consultation. Similarly, the question of instability on land south of Bostock Green raised by Cheshire West and Chester Council has been recognised within the Applicant's Halite Risk Assessment which will be discussed with the Brine Authority.

16.14.13 A cumulative effects assessment has been undertaken. Inter-cumulative effects are considered within the topic chapters of the Draft ES and assessment of intra-project effects is presented in **Draft ES Chapter 19: Intra-related Effects**. New developments and allocations, including those in the Places for Everyone plan have been included in the cumulative effects assessment. HS2 was not included as the project north of Birmingham has been cancelled.

16.14.14 **Appendix 2B: Crossings Schedule** of **Draft ES Chapter 2: The Project** presents a revised and updated crossing schedule which includes crossings of the River Weaver and Weaver Navigation. Comments received from the Canal and River Trust concerning embankment failure have been discussed with the Trust and each crossing considered together. Where there are records of previous failure, for example at Acton Bridge, the Project has been amended to include for alternative crossing methods which would result in construction works taking place further away from the canal. Changes at Acton Bridge have also been made to avoid the Trust's dredging site.

16.14.15 As noted above, the Applicant has responded to comments from consultees such as the Environment Agency (EA) by undertaking aquatic surveys and hydromorphology surveys. It has presented its findings in draft to the EA ahead of formal consultation. Consideration has also been given to the potential for effects upon SPZs and SGZs responding to comments raised by both the EA and by United Utilities.

16.14.16 In response to Natural England, the baseline has been revisited to ensure that all designations with the potential to be affected are identified. Ecological survey results have been presented to Natural England. As discussed above, soil surveys including ALC and peat commenced in 2023 and the results are provided within **Draft ES Chapter 13: Agriculture**.

16.14.17 In response to comments from Natural England and Cheshire Wildlife Trust, and changes to the Project design, an updated HRA Screening Report has been produced in support of the Draft ES (see **Appendix 5P**). The updated HRA concludes that there is potential for likely significant effects on: Mersey Estuary SPA and Ramsar Site; Rostherne Mere Ramsar Site and Manchester Mosses SAC. Therefore, a report to inform an Appropriate Assessment will accompany the DCO submission.

16.14.18 Cheshire Wildlife Trust comments regarding GCN are noted, however Natural England guidance on DLL states that *"if a developer uses DLL, they do not need to include a detailed assessment of great crested newts in the Environmental Impact Assessment"* and therefore impacts on GCN remain scoped out where DLL applies (GCN surveys have taken place within St Helens, where DLL does not apply).

16.14.19 Electromagnetic fields (EMF) have been considered. Whilst the Project has grid connections to provide electrical power, it does not qualify as an electrical installation. As the Project does not fall within the scope of the guidance for requiring assessment of EMF, and EMF are not identified as a credible source of Major Accident which could affect the Project, they are not included within the scope of the EIA and no assessment has been undertaken.

16.14.20 A risk assessment of United Utilities public water supplies as a receptor is considered within **Draft ES Chapter 7: Water Environment (Section 7.9) and Appendix 7D: Assessment of water environment effects** and the approach to this assessment has been agreed in consultation with United Utilities.

16.14.21 Impacts to Ancient Woodland are considered in **Appendix 8C: Arboricultural Impact Assessment.** There would be no loss of Ancient Woodland arising from the Project. In addition, the **Outline Landscape and Ecology Management Plan** ensures tunnelling beneath Ancient Woodland is maintained at a depth of at least 6m to avoid root damage and disturbance.

16.14.22 Through the scoping and consultation activities, the scope of **Draft ES Chapter 14: Land Use** has been confirmed to only cover the topics of minerals, tourism and recreational receptors. This includes consideration of Sport England Playing Field Policy and Guidance. Other land use matters such as future development plans, agriculture or impacts on commercial business are covered in other chapters such as **Draft ES Chapter 13: Agriculture and Soils, Chapter 15: People and Communities** and **Draft ES Chapter 19: Intra Project Effects**.

16.14.23 Comments received from landowners such as Peel L&P have been considered and information on the potential for effects arising from leaks of hydrogen are considered within **Draft ES Chapter 18: Major Accidents and Disasters**.

16.14.24 Carbon impacts of the Project have been assessed in **Draft ES Chapter 17 Climate Change GHG.** As noted above, the assessment is limited to the system boundary of the proposed Project. Further discussion of this is provided in **Chapter 17**. Hartford Road and Eaton Lane are considered within the South Corridor area of assessment in **Draft ES Chapter 11: Traffic and Transport** and **Chapter 15: People and Communities** considers the impacts of severance and temporary land take on local businesses.

Conservation Areas

16.14.25 **Draft ES Chapter 6: Historic Environment** considers the potential for the Project to affect historic assets and includes for the consideration of Conservation Areas. Consultees referenced Bostock Green Conservation Area. The Project proposes to cross the Conservation Area using a trenchless construction technique thereby reducing the potential for effects upon this area.

Green Belt

16.14.26 Consultees have commented upon impacts arising from the Project to the Green Belt. The Applicant has updated its Green Belt Assessment which is represented for consultation as an appendix to the Design and Evolution Report and justifies the Green Belt location of the relevant HAGIs. The findings of the assessment have informed the choice of location of above ground installations, but the final choice is also influenced by wider environmental and technical factors. These are explained in the Design and Evolution Report.

16.14.27 In response to the comments submitted by Warrington Council, the Fiddlers Ferry Local Plan allocation has been avoided by a change to the pipeline routeing. This means that land should not need to be removed from the Green Belt as a result of this Project.

Habitats

16.14.28 In response to comments made by local planning authorities, the Applicant can confirm that it has undertaken a considerable amount of habitat surveys. The majority of this survey is reported within the Draft ES with further detail to be reported within the final ES, which will be submitted with the DCO application. The surveys have informed the selection of the Runcorn HAGI accepting that the location chosen is one that would lead to the loss of habitat. This loss is quantified within the **Draft ES Chapter: 5 Biodiversity** and mitigation proposed.

16.14.29 The HRA has been updated with additional survey information and this document forms part of those consulted upon at Stage Three.

16.14.30 Hedgerow loss will be minimised where possible and hedges either translocated or replanted, where the former is not possible.

16.14.31 Comments received from Warrington Council concerned the potential for the Project to affect trees along Chester Road (and Lime Tree Avenue). The Project proposes a trenchless crossing of Chester Road such that the loss of any trees should be minimised. Warrington Council also raises local nature reserves and requests that these along with SSSIs and ancient woodlands are avoided. The pipeline route avoids all SSSIs whilst ancient woodlands are crossed by trenchless methods, if they cannot be avoided completely. It is not possible to avoid all local nature reserves although measures are proposed to minimise the effects of the Project upon them. In response to the comment on district licensing for GCN, the Applicant can confirm that it is in discussion with Natural England and has committed to this method of habitat protection/improvement.

16.14.32 Prescribed consultees reflected some of the concerns raised by local planning authorities In addition, Warburton Parish Council commented upon the potential effects to peat habitat. The Applicant can confirm that it has undertaken peat surveys to understand the extent and quality of peat potentially affected. The survey results from 2023 are reported within **Draft ES Chapter 13: Agriculture** and further survey work is ongoing.

16.14.33 PILs raised concern with regard to the potential for effects upon trees and hedgerows including those at Dunham Massey. The Applicant proposes to cross under protected woodland by trenchless means, where they cannot be avoided. Veteran trees have been identified in the Arboriculture Survey and the pipeline route has been amended where possible to avoid them.

16.14.34 Wider consultees including the Cheshire Wildlife Trust noted that some LWSs would be affected sought a commitment to BNG. The Applicant can confirm that it is committed to delivering BNG and minimising where possible, effects upon LWSs.

16.14.35 In response to comments raised by a Member of Parliament, the Applicant can confirm that the presence of wildlife and their habitats has been ascertained through the use of existing data records and comprehensive ecological survey. This information and the mitigation techniques proposed are provided in the Draft ES.

16.14.36 Historic Environment Comments received from Local Authorities included the need for any intrusive survey to be undertaken with suitable mitigation included in the ES whilst consideration also be given to the landscape and noise and vibration effects.

16.14.37 The Applicant can confirm that geophysical surveys have been undertaken and are reported within the Draft ES. The results of these surveys have been discussed with the relevant County Archaeology Units and it has been agreed that further survey, rather than trial trenching would be appropriate. The results of this additional survey will be reported in the Final ES. The ES includes for archaeological mitigation including an **Outline Written Scheme of Investigation (WSI).**

16.14.38 The assessment of effects includes for the consideration of indirect effects arising from noise whilst landscape effects, should they occur, are considered as part of the setting assessment. **Draft ES Chapter 6: Historic Environment** identifies all of the assets scoped in for consideration and the potential for significant effects.

16.14.39 Warrington Borough Council sought an assessment on the setting of the Manchester Ship Canal, and the Canal and River Trust upon the Weaver Navigation. These have been assessed and the conclusions are reported within **Draft ES Chapter 6: Historic Environment**.

16.14.40 In response to the comments received from the Canal and River Trust, the **Outline Written Scheme of Investigation** is included for comment at Stage Three Statutory Consultation.

16.14.41 The Applicant notes that Historic England agreed with the list of effects scoped out of the assessment and measures to ensure the protection of below-ground archaeology during construction include the WSI. The impact of the Hydrogen Production Plant HAGI on the scheduled monument at Elton is considered to be minor and not significant given that any change during construction would be temporary and short-term. PILs also raised effects upon Dunham Massey Estate, which the assessment also concludes will be minor and not significant.

16.14.42 Members of the public raised other potential heritage assets including a possible wood henge and abandoned village. All designated and non-designated heritage assets have been identified and, if within influencing distance from the Project, assessed. Unknown archaeology has been addressed through geophysical survey.

Landscape and Visual

16.14.43 Comments received from local authorities included advanced seeding of screening bunds, the potential for effects upon residential receptors, provision of a landscape strategy and more information of the above ground infrastructure. Protection measures for trees including a tree survey were also requested.

16.14.44 The Applicant has prepared a **Draft Outline CEMP** which sets out measures to mitigate effects from construction. These include for the potential for bunding where soils are scraped back temporarily and includes for the recognition to plant or seed these bunds should they be in position for more than a short period of time.

16.14.45 Residents at individual private properties or groups of properties which coincide with the Zone of Theoretical Visibility (ZTVs) for the HAGI and BVIs will be included in the LVIA in the Final ES.

16.14.46 A Arboricultural (Tree) Impact Assessment has been prepared and is included as **Draft ES Appendix 8C: Arboricultural Impact Assessment**. This assessment includes measures for the protection of trees. Effects upon the local landscape potentially caused by the Higher Walton HAGI are considered within **Draft ES Chapter 8: Landscape and Visual** whilst the outline landscaping plan is included as a figure to that chapter.

16.14.47 An assessment of the visual effects from the waterway corridors is included in **Draft ES Appendix 8F: Visual Receptor Assessment** and viewpoints have been included from the banks of the waterways, where they coincide with the updated ZTVs for the Runcorn and Rocksavage HAGIs presented in **Figures 8.29** and **8.30**.

16.14.48 On the potential for effects upon the National Trust's Dunham Massey Estate, it lies beyond the Landscape and Visual Impact Assessment Study Area and therefore landscape and visual effects within Dunham Massey are not expected and have not been considered. However, the effects of the Project on the landscape character areas to the west of the Dunham Massey is set out in **Draft ES Appendix 8D: Landscape Receptor Assessment** where the higher perceptions of remoteness and tranquillity of this landscape are noted.

16.14.49 Impacts on Bostock Green are considered within **Draft ES Chapter 8: Landscape and Visual.**

16.14.50 Members of the public raised concerns upon the impact of light pollution and the Applicant has prepared an **Outline Lighting Strategy** for Stage Three Statutory Consultation.

16.14.51 Users of the Trans Pennine Trail have been included in the assessment of landscape and visual effects.

Noise

16.14.52 Following the cancellation of the HS2 northern leg, no further consideration of vibration impacts associated with HS2 is deemed to be required.

16.14.53 The Applicant can confirm that noise assessments have been undertaken and impacts on sensitive receptors considered. The HAGI sites have been subject to baseline noise surveys (with the exception of Clock Face HAGI – this survey will be reported within the Final ES). Further work is being undertaken on the operational noise assessment which will be reported in the Final ES.

16.14.54 The noise assessment does consider moorings and further information is also being sought from the Canal and River Trust concerning the location of any residential moorings within the study area.

Water

16.14.55 In response to local authority requests, the Applicant has prepared a Flood Risk Assessment (FRA) for consultation as **Draft ES Appendix 7B: Flood Risk Assessment**. Instead of a Drainage and Water Management Plan an **Outline Drainage Strategy** has been prepared (Annex 7F6 to **Appendix 7 of the FRA**). The **Outline CEMP** includes measures to manage water during construction. The Outline Drainage Strategy includes the outline drainage design for each HAGI and BVI and principles for the drainage of construction compounds and equipment stores. These outline designs will be finalised post consent ahead of construction with the details provided to the relevant local authorities by way of a DCO requirement. The relevant local authority may also consult with relevant consultees include the Canal and River Trust.

16.14.56 The Applicant has been meeting regularly with the Environment Agency to discuss many of the issues raised, including the issue of permits and other consents. The Applicant is in the process of identifying the different permits and licences it may require. The approach to permitting will be discussed with the Environment Agency, now that the **Outline Drainage Strategy** has been prepared. Discussions will also take place with the Lead Local Flood Authorities.

16.14.57 In response to United Utilities the Applicant has undertaken an assessment of the Project's potential effects upon the SPZ and this has been discussed with the Environment Agency. Further work is ongoing, the results of which will be reported within the Final ES. The **Outline Drainage Strategy** appended to the FRA and forming part of the Draft ES seeks to deliver SUDs as a system of drainage at HAGIs and BVIs prioritising infiltration. However, a secondary drainage arrangement in the case that infiltration cannot be secured is also proposed which would see water discharge to an existing watercourse at greenfield rates. At one location the potential for drainage into a United Utilities sewer is identified and further discussions will be held to understand whether this is possible given the comments received at Stage Two Statutory Consultation.

16.14.58 The Project will need to account for land drains. The approach to known and unknown drains during construction is set out within the **Outline Drainage Strategy**. One PIL referenced surface attenuation ponds at Ravenshead Retail Park. The Applicant has widened the Limit of Deviation in this location to enable it to place the pipeline away from these ponds, potentially within highway land. Watercourses will not be diverted during construction. All main rivers will be crossed by trenchless methods. Minor watercourse may be open cut in some circumstances. The water will be flumed over the construction working areas and the methodology and details will be first agreed with the relevant local authority, and this will be the subject of a DCO requirement.

16.14.59 In response the question raised by a member of the public on flooding at Eaton Lane, the Applicant has reviewed the Environment Agency's flood risk mapping. It has also prepared a Flood Risk Assessment for the Project as a whole. Hartford Road and Eaton Lane will be used as access routes. The construction period for each crossing is short and therefore the risk of a flood coinciding with this is minimal, construction would have regard to any flood warnings.

Wildlife

16.14.60 Local authorities, PILs and wider consultees sought further information on species and the potential for substantive impacts seeking additional information on lighting and the potential for habitat fragmentation at HAGIs. The Applicant has undertaken a number of species surveys to better understand the presence of species that have the potential to be affected by the Project and it has undertaken an assessment on using this information which is reported within **Draft ES Chapter 5: Biodiversity**.

16.14.61 The Applicant has prepared an **Outline Lighting Strategy** which is included at Stage Three statutory consultation.

Mitigation

16.14.62 The comment from Cheshire West and Chester Council that mitigation should be planned with HS2 is considered no longer relevant since the project was cancelled north of Birmingham. Reference was made to the need for noise mitigation. The Draft ES has undertaken an assessment of noise levels, further information including confirmation as to whether mitigation may be needed for certain construction activities will be provided in the Final ES.

16.14.63 An **Outline WSI** is included as **Draft ES Appendix 6G**. This sets out the Applicant's approach to mitigating effects upon archaeology. Warrington Borough Council also raised a concern with regard to the loss of trees and the inability to allow new tree planting over the pipeline. The Applicant is committed to replacing trees lost to the Project and, in addition, has prepared outline landscape plans for each of the HAGI sites. Mitigation planting will feature native species.

16.14.64 Advice has been provided by the Environment Agency and United Utilities concerning the storage of materials and the approach required for land contamination. The **Draft Outline CEMP** sets out the measures proposed and will be expanded upon within the Final Outline CEMP, which will be submitted with the application.

16.14.65 Effects upon trees will be mitigated by avoidance, including the use of buffer zones and other mitigation principles as set out within **Draft ES Appendix 8C** Arboricultural Impact Assessment. Buffer zones are indicated on **Figure 8c.2** to that report. Where woodland cannot be avoided the Applicant propose trenchless crossings.

16.14.66 Comments were also received on the use of land for mitigation with the statement made that landowners would not wish to see land compulsorily acquired for habitat mitigation. The Applicant would look to seek voluntary agreements in this situation, where this is possible.

16.14.67 A BNG strategy is under development and utility information will be considered when creating plans for specific sites.

17. General

17.1 Introduction

17.1.1 As part of the Stage Two Statutory Consultation, the Applicant sought feedback in relation to its proposed application, which included a presentation of the Preliminary Order Limits within which the Project is proposed to be located.

17.1.2 This Chapter provides a summary of the relevant consultation feedback received from prescribed consultees, local authorities, members of the public and wider stakeholders grouped under the following headings:

- General objection;
- General support;
- Government policies and targets;
- Need case;
- Pipeline design; and
- Route location.

17.1.3 The comments of consultees are captured comprehensively below. Any omissions in the discussion below with regard to the specific consultee groups indicates that there was not a response from consultees within that category.

17.2 General Objection

Section 42 Consultees

Local Authorities

17.2.1 Trafford Council objected to the Project due to a perceived lack of information on its effects, undermining the ability to effectively assess environmental impacts. Warrington Borough Council similarly objected to the Project due to impacts on highway safety from a lack of information on the construction programme and construction traffic routeings. It further justified its objection on grounds that the Project would prejudice satisfactory function of the highway network.

Persons with an Interest in Land (PILs)

17.2.2 PILs regularly objected to the Project and its proposals, with one specifically objecting due to the impacts on their residential property.

17.2.3 Corona Vulcan Ravenhead Ltd objected to the Project and proposed acquisition of its land at Ravenhead Retail Park. Frodsham & District Wildfowlers Club Ltd similarly objected due to concerns about the impact of the Project on the club and use of its land.

17.2.4 Peel L&P objected to the Project as it considered that it would sterilise land the pipeline is routed through, minimising opportunities for development, and stated that insufficient information was available on aspects of interest to them.

Section 47 Consultees

Members of the public

17.2.5 Members of the public objected to the Project. Some specifically objected to the proposals due to its impacts on residential properties and Green Belt land. Others objected to the perceived visual impact the Project will have on local areas. A member of the public specifically objected to the Project due to the use of blue hydrogen, which produces carbon dioxide emissions, rather than green hydrogen.

Businesses and Community Groups

17.2.6 A business stated its general objection to the Project, particularly the pipeline within High Legh.

17.3 General Support

Section 42 Consultees

Local Authorities

17.3.1 Trafford Council offered its support in principle for low carbon energy, though noted the need to balance this against potential impacts.

Prescribed Consultees

17.3.2 Inovyn expressed support for the Project, noting its intention to be a supplier of bulk electrolysis-produced hydrogen from renewables. It highlighted that it was developing a hydrogen storage facility to support the Project, which it noted was vital in providing flexibility and system resilience to the hydrogen pipeline network.

17.3.3 Sport England shared that the Rugby Football Union and Moore RUFC find the Project acceptable as it considered there to be no direct effects on the use of the club site.

Persons with an Interest in Land (PILs)

17.3.4 Encirc and Sembcorp expressed general support for the Project, while Gladman Developments Ltd and Tata Chemicals Europe justified their support on the benefits of the Project in providing an important contribution to the decarbonisation of the nation’s energy and manufacturing sectors.

Section 47 Consultees

Members of the public

17.3.5 Members of the public shared general support for the principle of the Project, with respondents considering it as an opportunity for the UK to move away from a reliance on fossil fuels or on the basis that the Project can be delivered safely and with consideration for those who are impacted by the works.

17.4 Government Policies and Targets

Section 42 Consultees

Local Authorities

17.4.1 Shropshire Council identified that it was exploring the future potential for a local hydrogen economy in Shropshire, highlighting its climate emergency declaration and ambitions for carbon net neutral as established in its Strategy Framework.

Persons with an Interest in Land (PILs)

17.4.2 Peel L&P considered that the Project would inhibit the ability of its assets to deliver infrastructure to enable delivery of regional net-zero objectives.

17.5 Need Case

Section 42 Consultees

Persons with an Interest in Land (PILs)

17.5.1 National Trust agreed with the need to grow renewable energy and reduce use of fossil fuels and acknowledged the scale and complexity of the challenge to transitioning to renewable energy, including that any impacts would need to be viewed with consideration of the pressing need to deliver clean energy.

17.5.2 Tata Chemicals Europe expressed its full support for the production of low-carbon hydrogen and advised that replacing natural gas in its manufacture of sodium carbonate and bicarbonate with hydrogen from the Project was critical to meeting its net-zero targets.

Section 47 Consultees

Members of the public

17.5.3 A member of the public supported the Project and the intention to provide alternative power sources for carbon emitting industry.

Businesses and Community Groups

17.5.4 Tatton Group recognised the importance of the Project and welcomed associated opportunities to provide low carbon energy to industry in the region.

17.6 Pipeline Design

Section 42 Consultees

Local Authorities

17.6.1 Cheshire West and Chester Council recommended that measures should be designed on a long-lasting basis with consideration of HS2 to avoid change. It proposed that measures are developed to ensure both schemes are accountable for a joined-up approach to land take and that combined impacts are identified and addressed. It advised that direct and reasonable costs incurred assessing the combined impacts, option appraisal, design and implementation should be funded by both promoters.

Persons with an Interest in Land (PILs)

17.6.2 A PIL expressed concern that the diameter and easement of the pipeline were larger than previously advised.

Section 47 Consultees

Members of the public

17.6.3 A member of the public requested that the Project investigates the pipeline for Volatile Organic Compounds and Mercury.

Businesses and Community Groups

17.6.4 HS2 Ltd suggested that the length of pipeline within its Consolidated Construction Boundary should be designed and constructed in thick-walled pipe. Peel L&P commented that the design of the pipeline and route optioneering had been driven by technical and commercial requirements and considered that insufficient regard had been given to responding to constraints and minimising environmental impacts.

Wider Stakeholders

17.6.5 The National Farmers Union requested that monitoring posts be located within field boundaries and that the location of these are agreed with landowners to avoid any impact on agricultural operations.

17.7 Route Location

Section 42 Consultees

Local Authorities

17.7.1 Warrington Borough Council said that the Preliminary Order Limits did not consider draft Local Plan policies, including potentially contaminated land and were close to numerous gas generation sources. It recommended that the pipeline is reviewed to avoid adverse impacts on residential amenity and that appropriate controls are considered for transection of restored landfill sites by the pipeline route.

Prescribed Consultees

17.7.2 Canal and River Trust recommended that many canal structures are listed and should be avoided where possible, advising that it does not allow overhead utility crossings over its waterways and that crossings under them must be at least 3.5m below bed level. It further advised that the depth of the pipeline under its canals requires agreement to ensure works do not undermine the structural integrity of canal infrastructure.

17.7.3 Marine Management Organisation verified that the Project does not interact with the UK marine licensing area and works would therefore not require permission under the Marine and Coastal Access Act 2009. Northern Gas Networks similarly confirmed that it had no interests in the area of the Project.

17.7.4 National Grid Electricity Transmission advised that no structures should be built over its high-voltage underground cables or within its easement strips. It further stated that ground levels above its high-voltage underground cables must remain unaltered to avoid effects on the reliability, efficiency, and safety of the electricity network. National Grid Gas identified that the Preliminary Order Limits overlapped with, or were in close proximity to, a number of its high-pressure gas pipelines. It also advised of existing easements for these pipelines which prevents the erection of buildings and structures, changes to existing ground levels, and storage of materials within its easement strips.

17.7.5 SP Energy Networks commented that further studies and proposals are required for avoiding or diverting from SP Manweb assets and protective provisions should be put in place to ensure construction and operations do not undermine their safe operation. It further asked that an overlay map of its assets within the Preliminary Order Limits are provided along with an explanatory schedule to enable the identification of crossover points.

17.7.6 United Utilities identified a range of water mains and public sewers within the scoping area boundary, noting not all its assets are in its land ownership or visible on maps of public sewers and water mains, and highlighted its need to access assets where there are interactions with the Project. It commented that 141 water mains and 35 sewers of varying sizes and critical categorisations, were identified within the temporary working areas.

17.7.7 It identified that the pipeline crosses its water mains at 149 locations and wastewater assets, including Category A and B critical and non-critical sewers, at 114 locations. It advised that the identified alternative route options would cross water mains at 21 further locations and sewers at six further locations.

17.7.8 United Utilities shared strong preference that development does not take place in locations within SPZ1 and advised that there may be unchartered wastewater assets affected by the pipeline, though these were not identified in its review.

Persons with an Interest in Land (PILs)

17.7.9 A PIL suggested that the pipeline route is amended to avoid residential properties. Another suggested that the pipeline is routed through brownfield land, and not green belt. It was also suggested that the M56 crossing is moved further to the west which would result in impacts to fewer fields and access lanes.

17.7.10 Peel L&P expressed concerns about the pipeline route, potential MAH pipeline status and any associated HSE Consultation Zones, suggesting that this would sterilise much of the surrounding land uses, including Peel's existing assets and developments. It commented that the pipeline route conflicted with its future development proposals that were either already consented, allocated for development in Local Plans, or currently being promoted for development. It expressed disappointment that the pipeline route did not have regard to effects on its existing and allocated assets and future developments despite the identification of effects on existing and future built developments as a factor in route selection. It further commented that it was unclear why the Preliminary Order Limits were wide in some places and considered that some large areas were not explained.

17.7.11 Peel L&P proposed that the pipeline route should avoid its land assets and promoted land at the Fiddlers Ferry, Protos, and South West Urban Extension sites, commenting that PEIR Chapter 14 did not recognise planned developments or land uses like these as allocated in draft Local Plans.

Section 47 Consultees

Members of the public

17.7.12 Members of the public said that the pipeline route runs close to residential areas, and that the pipeline route should be amended to avoid residential properties. Some requested clarification on the proposed pipeline route, specifically as the route appears to pass through their property or that the pipeline will impact utility supplies and existing drainage.

17.7.13 A member of the public expressed concern that the pipeline is routed through rural areas. It was suggested by a member of the public that the pipeline route makes use of derelict brownfield land.

Businesses and Community Groups

17.7.14 HS2 Ltd identified a significant clash with the skewed crossing of the pipeline beneath the Golborne Link and suggested that the Applicant consider changes to the pipeline route to achieve perpendicular crossings of the HS2 rail line. It further requested that the final pipeline route should not preclude its undertaking to divert the HP46 high-pressure gas pipeline and requested consideration of permanent monitoring in areas where the pipeline is within its Consolidated Construction Boundary.

17.7.15 Tatton Group said that the pipeline route did not sufficiently consider effects of land take and impacts on local agricultural businesses and suggested that the pipeline offer connections to local communities close to the route.

Wider Stakeholders

17.7.16 Cheshire Wildlife Trust welcomed the avoidance of non-statutory designated sites identified in its non-statutory consultation response by the Preliminary Order Limits or the working width. The Trust advised that the design should be amended to exclude all local wildlife sites in the routeing of the pipeline.

17.8 How has Feedback Influenced the Project

17.8.1 As outlined above, a range of comments were received from consultees in relation to general design, route and need matters. A summary of how feedback has been taken into account is provided below.

17.8.2 Some representations sought additional information, commenting that the PEIR was not sufficiently comprehensive. The Applicant's additional round of statutory consultation will include a Draft Environmental Statement which will provide more detail on the Project and the potential for significant effects.

17.8.3 The Applicant noted expressions of general support received during the Stage Two Statutory Consultation, including around its wider objectives in providing alternate power sources for carbon emitting industries. The Applicant also recognised expressions of general objection to the Project. For objections regarding impacts upon occupiers of residential property, it recognises that landowners would not welcome a third-party development through their land, although the route developed has sought to balance environmental constraints and engineering principles. In addition, the Draft ES includes assessment on topics such as visual, noise and air quality setting out how these effects will be mitigated.

17.8.4 Some objections related to concerns about the Project's effects upon the Green Belt. The Applicant notes that the nature of the Project is such that it is not possible to avoid a rural (often Green Belt) location due to the location of connection points and the impracticality of locating large high-pressure pipelines through urban areas. However the Project will be substantially underground such that once operational, the open aspect of the Green Belt will be maintained.

17.8.5 Representations were received around the potential for the pipeline to sterilise land and development around its location, including Local Plan allocations. In response the Applicant has amended its route in certain locations, for example to avoid the former Fiddlers Ferry Power Station. Reference was made to major accidents and hazards and consultation zones. The Applicant provides further information on Health and Safety Executive processes for identifying consultation zones within the Major Accidents and Hazards Chapter of the Draft ES and a note appended to this report (**Appendix I**) .

17.8.6 Comments on land acquisition were also made by the owners of Ravenhead Retail Park. The Applicant has subsequently removed the requirement for a HAGI at St Helens, thereby reducing the land parcel previously identified. Whilst land at the junction of Burtonhead Road/St Helens Linkway is retained, the LoD has been increased to allow the option of placing the pipe within the highway.

17.8.7 Comments were also received concerning the routes to be taken by construction traffic and the Applicant has sought to identify alternative routes where this is possible.

17.8.8 Comments were received regarding the interaction between the Project and other infrastructure, such as the M56 and the HS2 rail line scheme. Plans for HS2 north of Birmingham have been abandoned.

17.8.9 In response to a PIL comment suggesting the crossing of the M56 take place further west to reduce impacts on agricultural land, the Applicant increased the LoD to allow routeing closer to the M56 and the adjoining field boundary thereby to reduce the potential for landtake within the PILs land parcel.

17.8.10 SP Energy Networks/SP Manweb, United Utilities and National Grid identified where the pipeline might cross or come near to their existing assets. The Applicant has engaged with organisations and has also obtained a comprehensive set of utilities information. It will agree protective provisions with these and with other utility companies whose assets may be affected. United Utilities also requested that the source protection zone SPZ1 be avoided. As noted within a previous section to this report, the Applicant has been in discussion with the Environment Agency on the potential for the Project to interact with SPZ1 and it will provide more information to support its conclusion that effects will not be detrimental in the final ES submitted for examination.

17.8.11 The route of the pipeline will in general be marked at field boundaries. In response to the National Farmers Union request and, as far as is practicable, marker posts such as aerial markers and Cathodic Protections Markers will be sited in or adjacent to hedges or fences. Whilst the preference to avoid local wildlife sites is recognised, it has not always been possible to achieve this due to other environmental, technical and land reasons. Further work is being undertaken to consider how the Project, and other similar hydrogen pipelines, could link to local communities.

18. Health and Safety

18.1 Introduction

18.1.1 As part of the Stage Two Statutory Consultation, the Applicant sought feedback in relation to its proposed application, which included a presentation of the Preliminary Order Limits within which the Project is proposed to be located.

18.1.2 This Chapter provides a summary of the relevant consultation feedback received from prescribed consultees, local authorities, members of the public and wider stakeholders grouped under the following headings:

- Construction safety;
- Fire risk;
- Leak risk;
- Major incidents;
- Monitoring;
- Operational safety;
- Residential properties;
- Risk to existing infrastructure; and
- Safety standards.

18.1.3 The comments of consultees are captured comprehensively below. Any omissions in the discussion below with regard to the specific consultee groups indicates that there was not a response from consultees within that category.

18.2 Construction Safety

Section 42 Consultees

Prescribed Consultees

18.2.1 National Grid Electricity Transmission advised that the Applicant should ensure that all relevant site staff are made aware of the guidance on working safely near existing overhead lines contained in Health and Safety Executive (HSE) Guidance Note GS 6.

Persons with an Interest in Land (PILs)

18.2.2 E & D Littler & Son and J E Horton & Partners provided suggestions that adequate boundary fencing be erected to ensure safety of construction workers, farm staff and livestock. They both further suggested that additional Heras fencing should be present until trenches are backfilled.

Section 47 Consultees

Businesses and Community Groups

18.2.3 Mid Cheshire Bridleway Association recommended that warning signage be erected to warn approaching equestrians of construction activity.

Wider Stakeholders

18.2.4 The British Horse Society recommended that all construction workers and visitors should be made aware of equestrian routes and areas affected by the construction site. It said that the Health and Safety specification and briefing should include the use of routes and areas used by equestrians and warning approaching equestrians of machinery noise or movements. It also advised that notices be displayed in advance of the site.

18.3 Fire Risk

Section 42 Consultees

Persons with an Interest in Land (PILs)

18.3.1 A PIL expressed concern about the flammability of hydrogen.

18.4 Leak Risk

Section 42 Consultees

Persons with an Interest in Land (PILs)

18.4.1 A PIL said that the safety risk of hydrogen leakage is higher than that for methane. A further PIL requested information on the risk to local communities and wildlife in the event of a pipeline leak. They also requested information on the Projects procedures in the event of a pipeline leak.

Section 47 Consultees

Members of the public

18.4.2 Members of the public commented on the risk of hydrogen leak, specifically at BVIs with some considering that a hydrogen leak would impact the health and wellbeing of local communities and wildlife. A further member of the public requested confirmation as to whether the Applicant is insured for pipeline leakage.

18.5 Major Incidents

Section 42 Consultees

Local Authorities

18.5.1 Warrington Borough Council recommended that the Applicant contact the relevant operators to resolve any concerns the Applicant may have, particularly if it was concerned the Project may increase the risk or consequences of a major accident at a COMAH (Control of Major Accident Hazards) site or MAH pipeline.

Prescribed Consultees

18.5.2 United Utilities said that while the risk of flooding from an impounding reservoir breach was negligible, the positioning of infrastructure in emergency flood risk situations should be considered, particularly at key infrastructure locations.

Persons with an Interest in Land (PILs)

18.5.3 A PIL expressed concern about the effects on local areas due to a potential hydrogen leak and subsequent explosion.

Section 47 Consultees

Members of the public

18.5.4 Members of the public expressed that hydrogen is unstable, and more explosive than natural gas. Respondents were concerned it would present a safety risk if pipes rupture. Other members of the public said that the Project would be a target for terrorist activities and attacks.

Businesses and Community Groups

18.5.5 A business raised the potential for hydrogen leak at BVI sites and the consequent risk of explosion. It said that this would have an adverse effect on the health and wellbeing of local communities and livestock close by.

18.6 Operational Safety

Section 42 Consultees

Local Authorities

18.6.1 Warrington Borough Council commented that the standoff distances from the pipeline and limitations for development/planting in these areas are unknown, noting that the implications of this are therefore unclear.

Prescribed Consultees

18.6.2 UK Health Security Agency highlighted that the rupture or large release from pipework at a HAGI was the one hazard assessed as potentially significant. It noted, that the HSE were being consulted as a statutory consultee.

Persons with an Interest in Land (PILs)

18.6.3 Corona Vulcan Ravenhead Ltd shared concern about the health and safety of staff and visitors to its Ravenhead Retail Park due to its proximity to the proposed pipeline and the St Helens HAGI. Vale Royal Falconry raised similar concerns around the safety, including ongoing access and maintenance. A PIL also shared its concerns about the safety and security of the pipeline generally.

18.6.4 Peel L&P expressed concerns about the potential for the pipeline to be a MAH pipeline, which it stated raises potential safety issues for the workforce at the Protos energy park and impact on the operation of existing and consented facilities there. It further commented that the pipeline's MAH status would be incompatible with its future ambitions for the Protos energy park.

Section 47 Consultees

Members of the public

18.6.5 Members of the public expressed concern about the safety of the Project as hydrogen may be too explosive to be transported. Others did not consider there was sufficient information on the safety controls and management of the pipeline.

Wider Stakeholders

18.6.6 The British Horse Society recommended that all operational works and visitors are made aware of the equestrian routes or areas affected by the site. Trans Pennine Trail requested confirmation of the Applicant's responsibility for the negotiation of Marker Post locations and for the repairs for any damage to cathodic protection points and Marker Post equipment.

18.7 Residential Properties

Section 42 Consultees

Prescribed Consultees

18.7.1 Dunham Massey Parish Council shared concerns about the health and safety risks posed by the storage of hydrogen in Warburton HAGI, which it noted was close to residential properties and the Trans Pennine Trail.

18.7.2 Warburton Parish Council raised concerns that the health and safety risk posed by the siting of HAGIs close to residential properties would result in adverse impacts on local property values.

Persons with an Interest in Land (PILs)

18.7.3 A PIL expressed concern about the impact of the scheme and the mental health of local residents, including those with existing mental health conditions.

Section 47 Consultees

Members of the public

18.7.4 A member of the public objected to the residential use of hydrogen as they considered that the distribution of hydrogen poses risk to local communities. Another objected to the use of hydrogen for domestic heating as they considered it to be unsafe and unfit for use in domestic applications. Another member of the public expressed concern that the construction of new roads close to residential properties may result in health and safety risks.

18.8 Risk to Existing Infrastructure

Section 42 Consultees

Local Authorities

18.8.1 Trafford Council said the impact of the Project on nearby COMAH sites and Places for Everyone Plan employment parcels, including cumulative with COMAH sites and MAH pipelines, were unknown at this stage.

Prescribed Consultees

18.8.2 Canal and River Trust said that instances of canal cutting, embankment failures and canal breach alongside vibration monitoring should be considered.

Section 47 Consultees

Businesses and Community Groups

18.8.3 Friends of Carrington Moss shared concerns about the health and safety implications of the proximity of the pipeline to existing COMAH zones and the risk of extending incident to hazardous businesses.

18.9 Safety Standards

Section 42 Consultees

Local Authorities

18.9.1 Cheshire West and Chester Council recommended that potential changes in HSE land use planning risk categorisation should be considered for employment, housing developments and future allocations. It asked that the consultation distances and land use planning restrictions are provided once confirmed by the HSE.

18.9.2 Trafford Council identified several existing Major Accident Hazards sites in the Partington and Carrington areas which are subject to the COMAH Regulations.

Persons with an Interest in Land (PILs)

18.9.3 Peel L&P sought clarification on whether the pipeline would be a MAH pipeline, raising concerns that this would result in the sterilisation of land, limit future development and effect existing uses at its Fiddlers Ferry, Latchford, Protos and South West Urban Extension sites.

Section 47 Consultees

Members of the public

18.9.4 A member of the public expressed concern that the Project has not provided sufficient information on hydrogen safety standards.

18.10 How has Feedback Influenced the Project

18.10.1 A range of comments were received from consultees in relation to health and safety. A summary of how feedback has been taken into account is provided below.

18.10.2 Comments were received regarding the safety of the Project, including flammability, the risk of leaks and rupture of the pipeline. The Applicant confirms that all equipment will go through a qualification and robust hydro testing process before hydrogen is introduced and additional engineering mitigation will be applied in areas with higher population density, to align with recognised engineering requirements. The Applicant is engaging with the Health and Safety Executive and will be required to provide evidence that the pipeline meets the necessary standards before it can become operational, especially in locations. The **Draft ES Chapter 16: Major Accidents and Disasters** contains more information on this topic whilst **Appendix I** to this summary report provides further information on Land Use Planning Zones. The same chapter also identifies any existing COMAH sites in Trafford for example.

18.10.3 Following installation, an ongoing maintenance and inspection programme will ensure the continued integrity of the pipeline network and activities directly above the pipeline restricted to reduce potential for a third-party strike. Protective provisions will be developed with utility providers and statutory undertakers, through which construction methods will be agreed in relation to asset protection.

18.10.4 Objections were received to the residential use of hydrogen due to concerns about safety risks to local communities. The Applicant responds that the Project relates to the transportation of hydrogen to industrial users only. The pipeline would only facilitate the potential blending of hydrogen with natural gas at the Partington and Warburton HAGIs if a supportive government decision is made with regard to this activity.

18.10.5 Objection was also raised to the location of the St Helens HAGI. This is no longer required and has been removed from the Project.

18.10.6 The Applicant recognised representations around the safety of constructing the pipeline, including specific construction activities and interactions with the public, livestock and horses. During construction, entrances to the construction sites will be clearly signed to indicate the presence of construction activity, and systems will be put in place by the Applicant and construction contractor (once appointed) to communicate all necessary Health and Safety messages to workers, including in relation to site specific hazards. Protocols will also be put in place for dealing with members of the public, including equestrians, and activities designed where possible to minimise distress and risk to horse and rider. It may not always be possible to immediately cease works on some activities, such as pipe welding, for safety reasons. Boundary fencing, such as Heras fencing, will be employed to prevent unauthorised access to construction sites, including by livestock, with the fencing design varying depending on the nature of locations where works are taking place.

18.10.7 Regular discussions have taken place with the Canal and River Trust to consider the trenchless crossing of canals. Ground investigations have been undertaken and are ongoing. Data gained from ground investigations will be used to inform detailed design.

19. Hydrogen Technology

19.1 Introduction

19.1.1 As part of the Stage Two Statutory Consultation, the Applicant sought feedback in relation to its proposed application, which included a presentation of the Preliminary Order Limits within which the Project is proposed to be located.

19.1.2 This Chapter provides a summary of the relevant consultation feedback received from prescribed consultees, local authorities, members of the public and wider stakeholders grouped under the following headings:

- Assessment and monitoring;
- Blue hydrogen;
- Business use;
- Green hydrogen;
- Residential use;
- Management of hydrogen;
- Storage.

19.1.3 The comments of consultees are captured comprehensively below. Any omissions in the discussion below with regard to the specific consultee groups indicates that there was not a response from consultees within that category.

19.2 Assessment and Monitoring

Section 47 Consultees

Members of the public

19.2.1 A member of the public requested that a full carbon study should be undertaken for construction phase to ensure it does not outweigh the benefits of the Project.

19.3 Blue Hydrogen

Section 42 Consultees

Prescribed Consultees

19.3.1 Dunham Massey Parish Council said that it considered blue hydrogen was not a renewable source of energy and that the pipeline or the Warburton HAGI were not required, noting the proposals for green energy storage in Carrington.

Persons with an Interest in Land (PILs)

19.3.2 A PIL expressed concern about the use of blue hydrogen as opposed to green hydrogen, specifically stating that blue hydrogen is not environmentally friendly.

Section 47 Consultees

Members of the public

19.3.3 Members of the public expressed concern similar to those shared in paragraph 19.3.2.

19.4 Business Use

Section 47 Consultees

Members of the public

19.4.1 Members of the public expressed support for the use of hydrogen to supply power for transport, including trams. Another member of the public supported the industrial use but stated they did not support the use of hydrogen for domestic heating.

Businesses and Community Groups

19.4.2 Balance Power recommended that the Project should make provision for third parties to safely inject hydrogen from vehicular transportation or other secondary spurs. It considered that this would enable hydrogen producers to take advantage of the network to transport hydrogen to connected customers.

19.5 Green Hydrogen

Section 47 Consultees

Members of the public

19.5.1 A member of the public said that the cost of green hydrogen is greater than fossil fuels. Others requested information on contingency plans once green hydrogen becomes more cost effective.

Businesses and Community Groups

19.5.2 Friends of Carrington Moss queried whether the mixing of blue and green hydrogen was anticipated or aspirational.

19.6 Residential Use

Section 47 Consultees

Members of the public

19.6.1 A member of the public supported the supply of hydrogen to residential properties. Another said that as Little Leigh does not have access to mains gas, access could be given here to the hydrogen network.

19.6.2 A member of public objected to the residential use of hydrogen and that the production of hydrogen was more energy intensive.

Businesses and Community Groups

19.6.3 Tatton Group expressed disappointment that the Project would not provide hydrogen heat and power to local communities, and it would welcome the ability of communities to produce or purchase hydrogen. It highlighted the aspiration to make Bostock Green Estate a net zero village and delivering hydrogen heat and power from the Project.

19.7 Management of Hydrogen

Section 47 Consultees

Members of the public

19.7.1 A member of the public expressed concern over the long-term environmental impact of pumping hydrogen. Another member of the public objected to the Project on the principle that hydrogen production generates more CO_2 than can be captured by current technology. Similarly, a member of the public expressed concern about the use of fossil fuels in the production of hydrogen supplied for the Project. They queried how the Project will contribute towards net zero if it is not produced from renewable sources. A member of the public suggested that nuclear power should be included as a source of hydrogen.

19.7.2 A member of the public raised concern about the cost of hydrogen production, including the associated waste and carbon capture required.

19.7.3 Another member of the public queried why Cadent are not able to use cracking plants and transfer hydrogen, like other gas businesses.

19.8 Storage

Section 47 Consultees

Members of the public

19.8.1 A member of the public expressed concern that hydrogen is difficult to compress and store.

Businesses and Community Groups

19.8.2 Friends of Carrington Moss asked whether hydrogen could permeate soils.

19.9 How has Feedback Influenced the Project

19.9.1 As outlined above, a range of comments were received from consultees in relation to hydrogen technology. A summary of how feedback has been taken into account is provided below. The Project relates to the transportation of hydrogen only and does not include hydrogen production or storage facilities.

19.9.2 A comment was received asking that a full carbon study be undertaken of the Project. **Draft ES Chapter 17: Climate Change – Greenhouse Gas Emissions** presents this assessment.

19.9.3 The use of blue as opposed to green hydrogen was raised. The pipeline will be able to transport hydrogen generated by both methods. Whilst the Applicant recognises that the Hydrogen Production Plant (HPP) is proposed to generate blue hydrogen, the Project will transport all hydrogen, which meets the Government's Low Carbon Hydrogen standard. The Project is currently in discussion with a number of green hydrogen producers looking to supply the pipeline system with green hydrogen in the future. These proposals are at differing levels of maturity.

19.9.4 Related to the use of blue hydrogen, the Applicant was asked about the CO2 generated from that process. Whilst the generation of hydrogen does not form part of the application, the generation of blue hydrogen at the HPP includes for carbon capture. The CO2 pipeline which is required to facilitate this capture received DCO consent from the Secretary of State in March 2024.

19.9.5 Another comment was also received requesting that the Applicant makes adequate provision for third parties to safety inject hydrogen from either vehicular transportation or other secondary spurs to allow for producers of hydrogen to take advantage of this network to transport hydrogen to connected offtakers or customers. In response, the Applicant is looking into how this would be completed with regards to engineering design. The Applicant is currently developing a hydrogen connections process.

19.9.6 The Applicant also recognises that comments were received suggesting that Little Leigh and Bostock Green Estate are provided access to the hydrogen network for residential use due to the proximity of the pipeline to the village. In response, the Applicant acknowledges that it may be possible to create a link to Little Leigh and surrounding communities in the future when the ability to create an offtake off a hydrogen pipeline has been determined. The Government has however yet to decide on the future of domestic hydrogen.

19.9.7 Questions were received from a member of the public and from the Friends of Carrington Moss regarding the ability to compress and store hydrogen and whether it can permeate soils. It should be noted that storage forms a separate element to the HyNet programme for which consent will be sought by a different project promoter. The storage of hydrogen at Inovyn (the Hydrogen Storage Facility) will be consented as part of a separate DCO application and matters, such as those raised, will be addressed when that application is considered.

20. Information Requests

20.1 Introduction

20.1.1 As part of the Stage Two Statutory Consultation, the Applicant sought feedback in relation to its proposed application, which included a presentation of the Preliminary Order Limits within which the Project is proposed to be located.

20.1.2 This Chapter provides a summary of the relevant consultation feedback received from prescribed consultees, local authorities, members of the public and wider stakeholders grouped under the following headings:

- Above Ground Installations;
- Central Hub;
- Construction matters;
- Pipeline design;
- Pipeline routeing;
- Property impacts; and
- Storage facilities.

20.1.3 The comments of consultees are captured comprehensively below. Any omissions in the discussion below with regard to the specific consultee groups indicates that there was not a response from consultees within that category.

20.2 Above Ground Installations

Section 42 Consultees

Persons with an Interest in Land (PILs)

20.2.1 A PIL and High Legh Estate requested information on the proposed BVI in the East Corridor, and if this may be removed from the Project plans.

Section 47 Consultees

Members of the public

20.2.2 A member of the public requested information on the security measures which are proposed to protect HAGIs from external threats.

Wider Stakeholders

20.2.3 National Farmers Union asked for information on the surface apparatus required for the Project, such as inspection chambers, as well as the location of monitoring posts and examples of them.

20.3 Central Hub

Section 47 Consultees

Members of the public

20.3.1 A member of the public requested information on the measures proposed to mitigate the impact of the Central Hub on residential properties.

20.4 Construction Matters

Section 42 Consultees

Local Authorities

20.4.1 Halton Borough Council sought clarification on whether roads would be crossed using Horizontal Directional Drilling to avoid road closures as well as a broader understanding of construction access to HAGIs.

20.4.2 Trafford Council said further information on the restrictions to properties adjacent to the pipeline route was required to understand the impact on delivery of housing numbers on approved and emerging development sites.

Prescribed Consultees

20.4.3 Environment Agency requested information on the proposed construction methods for the pipeline, including whether over-pumping to facilitate open-cut crossings to reduce risks to fish species will be used.

20.4.4 Sport England requested further information on the impact of construction works on Sutton Hall Golf Club and Sutton Leisure Centre Sports Ground.

20.4.5 United Utilities requested that the Applicant provide details of any water supply requirements for construction and operations to them, including details on rates of water supply and anticipated points of connection to the public water supply network.

Persons with an Interest in Land (PILs)

20.4.6 A PIL requested further information on construction areas and their access, the duration of use and the mitigation measures that will be incorporated to mitigate the impact on local communities. They also requested information on measures to mitigate the impact of construction traffic serving construction areas off of the A49 Tarporley Road in Lower Whitley. Another PIL requested clarification on whether access to their utilities would be required.

20.4.7 Runcorn Rowing Club requested information on locations of construction areas in the vicinity of the Club.

20.4.8 Vale Royal Falconry requested information on the easements and restrictions proposed for the pipeline and asked for confirmation of whether hedgerow and tree removal would be limited to the pipeline width or across the entire working and access width.

Section 47 Consultees

Members of the public

20.4.9 Members of the public made requests for information on the following areas relating to construction, including how access to residential properties and public rights of way would be maintained during construction and the use and duration of temporary construction areas and measures to mitigate their impact on, including from traffic serving them, on local communities.

Businesses and Community Groups

20.4.10 HS2 Ltd requested that the Applicant provide GI data within HS2's Core Construction Boundary to avoid duplication of work and welcomed further discussions on the Applicant's GI programme.

Wider Stakeholders

20.4.11 Councillor Helen Weltman asked for confirmation of the type of vehicles requiring construction site access and the likely number of vehicle movements. She also queried whether alternative routes had been considered for construction access other than along Hartford Road and Eaton Lane.

20.4.12 National Farmers Union requested information on how water would be discharged during the dewatering of trench excavations.

20.4.13 Trans Pennine Trail asked for information on how the Trail and National Cycle Network would be protected during construction.

20.5 Pipeline Design

Section 42 Consultees

Persons with an Interest in Land (PILs)

20.5.1 A PIL and High Legh Estate requested clarification of the easement width for the proposed pipeline.

Section 47 Consultees

Members of the public

20.5.2 A member of the public requested information on the design life expectancy of the proposed pipeline. They also requested information on the end of use procedure for the pipeline.

Businesses and Community Groups

20.5.3 Friends of Carrington Moss requested information on Project timescales for linkages with the Trafford Green Hydrogen project at Carrington Power Station.

Wider Stakeholders

20.5.4 National Farmers Union requested clarification on the easement width for the proposed pipeline and the length of easement terms for cables.

20.6 Pipeline Routeing

Section 42 Consultees

Local Authorities

20.6.1 Warrington Borough Council requested that the pipeline route location is shared with the Warrington Western Link project team.

Persons with an Interest in Land (PILs)

20.6.2 Tilstone Industrial Ltd requested that the final Order Limits for the pipeline route are provided to them as soon as possible.

20.6.3 Peel L&P sought clarification on the effect of sterilisation from the proposed pipeline and Preliminary Order Limits, and its hazardous status.

Section 47 Consultees

Members of the public

20.6.4 A member of the public requested to understand the criteria used to select the South Corridor route around Northwich. They also requested information on the estimated cost for constructing the South Corridor Pipeline.

20.6.5 A member of the public requested clarification on whether the HyNet network is affected by any existing COMAH installations and pipeline routes, and whether it imposes any new COMAH constraints on development along the route.

20.6.6 A further respondent requested information on whether there are plans for Peel Ports to develop a power station on land by Latchford Locks as part of the investment in laying the long length of pipeline through to Latchford.

Businesses and Community Groups

20.6.7 HS2 Ltd requested that the Applicant provide them with as-built drawings upon completion of the Project.

20.6.8 Presafe queried whether there was any buried radioactive waste along the proposed pipeline route.

20.7 Property Impacts

Section 42 Consultees

Prescribed Consultees

20.7.1 Sport England asked whether there are opportunities to access funding for sports clubs impacted by the Project.

20.7.2 United Utilities requested details of any drainage proposals regarding foul and surface water, including rates and volumes of discharge, points of connection, and the nature and extent of contaminants. It also requested confirmation of details of any necessary pre-treatment prior to public sewer connection and details of drainage during construction and operation of the pipeline.

Persons with an Interest in Land (PILs)

20.7.3 A PIL sought information and assurance on the pipeline route and potential impacts on their land and property. Another PIL requested confirmation that their land is not required for the pipeline route despite falling within the Preliminary Order Limits.

20.7.4 Cemex UK Operations Ltd requested information on the impacts of the pipeline on its Forest Hill Quarry including GIS information and drawings, specifications through the Quarry, and the working and final easement widths. It also asked for details of the nearby BVIs.

20.7.5 Tilstone Industrial Ltd requested information on the impact of the Project on its property. Wain Estates similarly asked for further details on the Project to help them understand its impact on its assets.

Section 47 Consultees

Members of the public

20.7.6 Members of the public requested information on the pipeline route and the potential impacts on their land and property. One sought to understand whether these impacts would be long or short term, whilst another wished to understand what disruption there may be.

20.8 Storage Facilities

Section 42 Consultees

Persons with an Interest in Land (PILs)

20.8.1 A PIL requested to discuss land available to use for construction storage with the Project team.

Section 47 Consultees

Members of the public

20.8.2 A member of the public requested confirmation of the Hydrogen Storage Facility location. A further member of the public requested information on the capacity of the hydrogen storage facility, and when the maximum storage would be reached.

20.9 How has Feedback Influenced the Project

20.9.1 As outlined above, a range of comments were received from consultees in relation to information requests. A summary of how feedback has been taken into account is provided below. Many PILs sought information on how the Project would affect their land and their land rights and PILs have been provided with further detail of the effects on their property through ongoing consultation, which is in addition to the formal, statutory process of consultation.

20.9.2 Representations were received requesting information on the proposed BVIs on the eastern corridor, and how likely they may be taken out of the proposed Project. It is currently considered likely that BVIs will be necessary, and two are therefore included in the Project design and DCO. In the East Corridor, the Applicant has taken forward BVI EBV3 which is outside land owned by High Legh Estate.

20.9.3 Existing natural gas AGIs are subject to prescribed levels of security. The HAGIs will be subject to similar levels of security. The location of marker posts will be determined at detailed design and discussed with PILs.

20.9.4 The National Farmers Union asked for information on the surface apparatus required for the Project, and how dewatering would be undertaken. Information on surface apparatus is provided with **Draft ES Chapter 2: The Project** (Section 2.4). Dewatering will need to be agreed with Local Authorities and the Environment Agency in the future.

20.9.5 Comments were received concerning the siting of the Central Hub HAGI and its potential effects upon residential amenity. They related to the HAGI option closest to the A533 and this option has not been taken forward with the chosen HAGI location further away from residential properties. It will be landscaped to screen views. Impacts on residential receptors are considered in various chapters of the Draft ES.

20.9.6 Halton Borough Council asked whether roads would be crossed by HDD. The Applicant's crossing schedule sets out the means by which all infrastructure will be crossed. All main roads will be trenchless. The route of the pipeline has been amended to account for development proposals set out in the Trafford Local Plan.

20.9.7 In response to Sport England' s request for information on Sutton Hall, this golf course has now closed. Opportunities to fund other sports facilities and pursuits are yet to be considered.

20.9.8 The construction access which might affect Runcorn Rowing Club is identified within the Draft ES although measures set out in the Draft **Outline CTMP** should ensure that any disturbance during construction is minimised. The pipeline has been moved to run further away from Vale Royal Falconry. The removal of trees and hedges will be restricted to those that are directly affected by the construction activities and the Applicant has undertaken a comprehensive aboricultural survey to inform the design.

20.9.9 The Environment Agency enquired with regard to overpumping. The Applicant has met regularly with the Environment Agency over the course of the Project and provided information it has requested, including those watercourses that would be trenchlessly crossed as well as those minor watercourses where open cut is proposed. Matters such as overpumping will continue to be discussed ahead of the DCO submission.

20.9.10 United Utilities requested information on the amount of water required by the Project. The work to understand these amounts is still in progress and will be provided to United Utilities when it is finalised, which will be at detailed design.

20.9.11 Questions were raised concerning construction traffic, including access along Eaton Lane. The Applicant now proposes to access the pipeline construction areas south of Eaton Lane such that construction traffic along it will be minimised. The Applicant has prepared a **Draft Outline CTMP** which sets out the measures to be taken to mitigate the effects of construction traffic and also provides the numbers of vehicles along the roads to be used. The use of certain roads will be a requirement of the DCO. A **Draft Outline PRoWMP** has also been prepared and this sets out how access along public rights of way and the Trans Pennine Trial will be managed.

20.9.12 The Design Evolution Report which will be presented at Stage Three Statutory Consultation explains the rational for selecting the southern corridor route. In response to a separate member of the public, **Draft ES Chapter 16: Major Accidents and Disasters** identifies any relevant COMAH installations and confirms that the pipeline would not be COMAH. Buried radioactive waste is not expected to be found along the proposed pipeline route.

20.9.13 A further respondent requested information on whether there are plans for Peel Ports to develop a power station on land by Latchford Locks as part of the investment in laying the long length of pipeline through to Latchford. The Applicant does not have any insight into the plans of this landowner other than those already in the public domain.

20.9.14 The Project has been assessed as having a lifetime of 40 years. Should it be decommissioned at that point, a decommissioning plan will need to be prepared and agreed with the relevant local planning authorities. This will be secured by a DCO requirement.

20.9.15 **Draft ES Chapter 12: Ground Conditions** contains information on contamination within the Appendix, whilst the Applicant has had discussions with landowners such as Cemex and Wain Estates to discuss how the Project could affect their land interests. In the case of Cemex, the pipeline has been re-routed consistent with their future plans.

20.9.16 Information was requested on the hydrogen storage facility including its location and capacity. The facility is located at the southern end of the Project's southern corridor at Bostock Green. The capacity is yet to be confirmed by the promoter of that project.

21. Property and Compensation

21.1 Introduction

21.1.1 As part of the Stage Two Statutory Consultation, the Applicant sought feedback in relation to its proposed application, which included a presentation of the Preliminary Order Limits within which the Project is proposed to be located.

21.1.2 This Chapter provides a summary of the relevant consultation feedback received from prescribed consultees, local authorities, members of the public and wider stakeholders grouped under the following headings:

- Compensation;
- Compulsory purchase;
- Correspondence;
- Land access; and
- Property impacts.

21.1.3 The comments of consultees are captured comprehensively below. Any omissions in the discussion below with regard to the specific consultee groups indicates that there was not a response from consultees within that category.

21.2 Compensation

Section 42 Consultees

Local authorities

21.2.1 Trafford Council said that the construction of the Project would cause disruption to local businesses, farmers and landowners. It recommended that potential disruption should be identified and mitigated or compensated.

Persons with an Interest in Land (PILs)

21.2.2 PILs including Matchington Farm and Vale Royal Falconry requested clarification on whether residential properties and farms would be compensated for blight and disruption from the Project. Further comments included requests that the cost of a land consultant is covered by the Applicant and that compensation is provided for the loss of business resulting from the closure of a caravan park on a farm due to the Project. A PIL expressed concerns that wayleave and compensation agreements were being requested without information on the extent of the works, expected disruption and assessment of impacts on property.

21.2.3 Backup Energy Ltd said that it expected to be compensated for the disruption caused by the installation of the pipeline across its site entrance.

21.2.4 Countryside Properties requested compensation for the loss of gross development value if the pipeline route dissects its Rivers Edge housing development.

21.2.5 Vale Royal Falconry suggested that it would require compensation for the boxing or rehousing of captive birds from the falconry away from construction noise. It particularly highlighted its desire to agree compensation for losses incurred prior to agreeing access to its land.

Section 47 Consultees

Members of the public

21.2.6 Members of the public frequently requested clarification on whether owners of residential and agricultural property would be compensated for blight, disturbance, and loss of property value. Others provided comments suggesting that compensation should be provided for these impacts and that any damage to access from the installation of the pipeline through Weaver Parkway should be compensated.

Wider Stakeholders

21.2.7 National Farmers Union highlighted its preference for voluntary agreements with landowners through engagement and negotiation rather than relying on land rights under a DCO and requested that it agree to the generic Heads of Terms before being issued to landowners. It also said that there may be insufficient time for the Applicant to reach voluntary agreements with landowners prior to submission of the DCO application.

21.3 Compulsory Purchase

Section 42 Consultees

Prescribed Consultees

21.3.1 Canal and River Trust confirmed its status as a statutory undertaker with duties to protect waterways. It commented on its duty to resist the use of compulsory purchase powers that may adversely affect its land and undertakings.

Persons with an Interest in Land (PILs)

21.3.2 PILs raised concerns about the use of compulsory purchase in instances where landowners did not consent with one PIL stating the use of compulsory purchase to be a breach of their rights under the Human Rights Act 1998.

21.3.3 Corona Vulcan Ravenhead Ltd objected to the proposed acquisition and use of its land at Ravenhead Retail Park as did Frodsham and District Wildfowlers Club Ltd. It considered insufficient justification had been provided to demonstrate the case for compulsory purchase in compliance with Section 122 of the PA2008.

21.3.4 National Trust highlighted that part of its land at Broad Oak Farm forms part of the strategic mixed-use allocation at New Carrington in the emerging Places for Everyone Plan and that decisions on the compulsory purchase are made by its Board of Trustees.

21.4 Correspondence

Section 42 Consultees

Prescribed Consultees

21.4.1 SP Energy Networks encouraged the Applicant to discuss the impact of the Project on SP Manweb's assets and interests with its representatives as soon as possible. United Utilities similarly requested engagement to discuss the implications of the Project on its land interests and commented that it required further information regarding its assets within the Preliminary Order Limits.

Persons with an Interest in Land (PILs)

21.4.2 PILs raised concerns that previous notification of the proximity of the pipeline to their property had not been previously provided, including suggestion that landowners should have been engaged from the start of the Project. Others commented that meetings with the Applicant's lands team were unsatisfactory and that copies of meeting minutes had not been provided promptly. Further comments expressed disappointment that the Applicant and its representatives did not meet with impacted landowners prior to the publication of the PEIR and that representatives did not respond to correspondence. PILs raised concern that the locations of BVIs were not disclosed to affected landowners during site meetings prior to public consultation and requested meetings to discuss the Project and BVI sites. Dutton Hall Farm, E & D Littler & Son, J E Horton & Partners, and other PILs similarly expressed dissatisfaction with landowner engagement and said that they had not received any site meetings or meaningful engagement from the Applicant. Peel L&P similarly stated that it had not been engaged with despite the proposed pipeline crossing its land at numerous locations.

21.4.3 Countryside Properties requested confirmation that the proprietors and funders of affordable and social housing schemes at the Rivers Edge development had been contacted regarding the Project. Wain Estates welcomed further engagement with the Applicant during project development and stated it would be happy to provide further details on its landholdings and proposals if required.

21.4.4 Hallam Hall Barns expressed concern that some residents had not been directly contacted by the Applicant or its representatives. Matchington Farm similarly commented that its telephone calls to the Applicant's representatives were not answered.

21.4.5 High Legh Estate requested a site meeting to discuss the Project and proposed East corridor BVI options. D J, J E & R Brown also requested discussions with the Applicant and other landowners regarding the locations of temporary construction areas.

21.4.6 Vale Royal Abbey commented that the maps provided were incorrect and outdated, and displayed its property as Vale Royal Park rather than correctly as Vale Royal Abbey Golf Course.

Section 47 Consultees

Members of the public

21.4.7 Some members of the public expressed similar concerns as those raised in paragraph 21.4.2. A member of the public considered that landowners should have been engaged prior to the public consultation on the pipeline route. Another shared concern that plans displaying affected parcels of land had not been provided as previously promised.

Businesses and Community Groups

21.4.8 Innova Renewables Ltd said that notification had not been provided previously of the close proximity of the pipeline to its property and suggested to meet with the Applicant to discuss interactions between the Project and its proposed solar farm and energy storage project in Aston.

Wider Stakeholders

21.4.9 National Farmers Union requested engagement with the Applicant following finalisation of the pipeline route to agree Heads of Terms for voluntary agreements. It also requested detailed plans be provided to landowners.

21.5 Land Access

Section 42 Consultees

Prescribed Consultees

21.5.1 Canal and River Trust highlighted the need to retain access to its waterways and supporting infrastructure during construction and operation of the Project. It particularly highlighted that it required access to sets of sluices at Vale Royal Locks and north of Weaver Navigation near the SP2 pipeline route crossing to maintain water control and for critical operations.

21.5.2 Cellnex UK raised concerns that existing access arrangements to its assets would be impacted by the Project.

21.5.3 SP Energy Networks commented that SP Manweb's existing land rights would need to be reviewed as part of new land rights being sought and requested that the Applicant agree a cost undertaking to cover SP Manweb's resources in reviewing land interest documents.

Persons with an Interest in Land (PILs)

21.5.4 PILs expressed concerns about the impact of the pipeline route and construction activities on access to properties and farms, including for emergency services. A PIL considered that the pipeline would damage and erode their private access lane, while another requested that the Applicant repairs their access road upon completion of construction works.

21.5.5 Bruntwood said that the Preliminary Order Limits were close to the gates of its site and could potentially cause site access issues.

21.5.6 Frodsham and District Wildfowlers Club Ltd expressed dissatisfaction that notices served to enable site access for surveys under Section 172 of the Housing and Planning Act 2016 were not properly served and were of insufficient detail regarding the types and durations of surveys.

Section 47 Consultees

Members of the public

21.5.7 A member of the public shared concern about the impact of the Project on access to property off Grange Lane near Weaverham.

21.6 Property Impacts

Section 42 Consultees

Prescribed Consultees

21.6.1 Canal and River Trust identified potential impacts of the Project on its land, along the route corridor and the canal, water and towpath network directly impacted by construction works.

21.6.2 Cellnex UK commented that it would be necessary to assess the impact of the Project on signal propagation from antennas and line of sight linkage of transmission dishes located on its masts and to establish whether its assets require relocation to enable construction of the pipeline. It further advised that any impact on the provision of services to its assets should be assessed and mitigation measures agreed to ensure services are not impacted by the pipeline.

21.6.3 Forestry England advised that weight limits crossing pipelines can cause issues for emergency access, maintenance, woodland management and recreational activity. It requested that any pipeline crossing its sites do not impinge on access for harvesting operations or render sites inaccessible for timber extraction.

21.6.4 Inovyn requested discussions with the Applicant to support the inclusion of effective protective provisions within the DCO regarding its land interests, including at Winnington and off A350 King Street, and its pipe and cable corridors across Cheshire.

21.6.5 SP Energy Networks recommended the production of plans to show the SP Manweb assets likely to be affected by the Project and network diversions worksheets provided to demonstrate how the SP Manweb network would be managed within the Project.

21.6.6 United Utilities identified land within the Preliminary Order Limits under its ownership, advising that this land may include rights granted to third parties. It stated that it does not allow any obstruction or impairment of the easement area, easement width or necessary offset distance from its assets.

Persons with an Interest in Land (PILs)

21.6.7 PILs raised concerns about the impact of the Project including components such as the pipeline, HAGIs, BVIs and temporary construction areas on property and local property values. Others raised subsidence issues and damage to foundations and that disruption would be disproportionate to compensation.

21.6.8 Bruntwood identified that the Preliminary Order Limits pass close to the pump house on its site which it required access to manage surface water and suggested that the Preliminary Order Limits are altered to minimise impacts on the future development of its site. Countryside Properties similarly raised concerns that the pipeline route through its Rivers Edge housing development would impact on the provision of affordable and social housing at the site and that the pipeline easement would remove all development value at the site.

21.6.9 Corona Vulcan Ravenhead Ltd raised concerns about the impact of the pipeline route and HAGI on the commercial viability, environmental quality and visual appearance of Ravenhead Retail Park. It particularly highlighted that the pipeline route and HAGI location on the Phase 6 land would sterilise it and prevent its use for future development and considered that the Applicant had not sufficiently demonstrated the land to be the most suitable location for these.

21.6.10 Dutton Hall Farm, D J, J E & R Brown, E & D Littler & Son, and J E Horton & Son commented that they did not consent to the location of the pipeline and associated construction works on their land. High Legh Estate similarly stated that they do not wish to sell any of its land. D J, J E & R Brown raised particular concern that the pipeline route would impact on the occupation of residential properties.

21.6.11 Frodsham and District Wildfowlers Club Ltd stated that the Project threatened the club's ability to benefit from accommodating expansion of the nearby Protos energy park onto its land, including from the pipeline easement. Wain Estates identified that it had obtained planning permissions for development at Carrington Estate and expressed similar concerns that the Project could compromise the site and affect its existing operations, future proposals, and land value. It highlighted the complexity of the Estate and the importance of ensuring that the Project does not add constraints or delays to the site.

21.6.12 High Legh Estate raised particular concerns about the proposed locations of BVIs in the East Corridor, suggesting that one of the options is sited on land intended for parkland and that their siting in the centre of long, thin fields would make working the land less efficient and more costly.

21.6.13 National Trust identified that the Preliminary Order Limits within the East Corridor included land within its ownership. It highlighted its powers under the National Trust Act 1907 to protect land and declare owned land inalienable, preventing the Trust from selling or mortgaging the land, which it stated it had done for most of its land affected by the Project.

21.6.14 Peel L&P recommended consideration of specific technical, engineering and safety advice regarding the pipeline route, sitting of HAGIs and associated impacts on its existing and future developments, property and land.

21.6.15 Sembcorp highlighted its national importance in supporting the transition to net zero as an energy generator and that it considered it not to be in the public interest for its power stations to be affected by the Project and advised that protective provisions would be sought to protect its interests if the Project continues to impact its assets.

21.6.16 Tata Chemicals Europe suggested that the pipeline spur through its Winnington Works redevelopment would result in a potential reduction in the value of the site.

Section 47 Consultees

Members of the public

21.6.17 Members of the public shared concerns about the impact of the Project, including components such as the pipeline, HAGIs, BVIs and the Central Hub on residential properties and local property values. Others raised specific concerns that the Project would adversely impact on home insurance policies, future house sales, electricity supply and drainage. A member of the public considered that house prices would decrease due to the Project causing adverse impacts on homeowners cumulative with current rising mortgage energy electricity costs.

Wider Stakeholders

21.6.18 Graham Brady MP commented that he had received concerns from his constituents regarding the impact of the Project on residential properties.

21.6.19 National Farmers Union recommended full and effective engagement with affected landowners and occupiers to discuss impacts on agricultural businesses and that its requests regarding the location of the pipeline should be accommodated to avoid hindering future opportunities.

21.7 How has Feedback Influenced the Project

21.7.1 As outlined above, a range of comments were received from consultees in relation to property and compensation. A summary of how feedback has been taken into account is provided below.

21.7.2 Comments and concerns were received from some respondents about the impact of the Project, the pipeline and associated easements on their residential property or land and expressed dissatisfaction with notification and engagement to date. The Applicant considered that much of these comments related to the proposals

for the Tata Spur which was subsequently removed from the Project following the Stage Two Statutory Consultation and no longer forms part of the DCO being sought. In response to other comments of this nature, the Applicant has subsequently met with landowners to discuss their feedback relating to the proposed routeing through their property. For other comments around the adequacy of landowner engagement and notification, the Applicant notes that it can be difficult to contact landowners where Land Registry entries and contact details are not up to date and that all reasonable efforts were made to communicate with them most effectively without overburdening them.

21.7.3 Representations were received regarding the pipeline route and location of the St Helens HAGI and its potential adverse effects on Ravenhead Retail Park. In response to these comments, the Applicant subsequently removed this HAGI following the Stage Two Statutory Consultation and has extended the width of the Draft Order Limits to provide additional flexibility in order to allow for the siting of the pipeline in the road or on the edge of the road.

21.7.4 Countryside Properties expressed concern over potential effects arising from pipeline construction upon its Rivers Edge housing development in Warrington. This alternative pipeline route has been removed from the Project.

21.7.5 Recognising that Frodsham and District Wildfowlers Club Ltd are concerned that the Project could affect future expansion of neighbouring third party development, affecting future income, the Applicant has engaged with adjoining landowners and with potential future developers of land controlled by the Wildfowlers in order to understand their plans and minimise the potential for future effects.

21.7.6 Comments were also received sharing concern that the HAGIs and pipeline would impact on local property values. The Applicant has found no evidence that the HAGIs or pipeline would cause devaluation of local property and considered that they would be built to an extremely high safety standard and that the HAGIs would look similar to existing natural gas AGIs. Voluntary agreements will also be offered for an easement where land is directly impacted by the pipeline, with Compulsory Purchase offering landowner protection of compensation provisions within legislation where voluntary agreements cannot be made.

21.7.7 The potential impact of siting a HAGI and associated pipelines was also raised by Wain Estates. The Applicant has sought to work with Wain Estates to identify a location for the proposed Partington HAGI that would least affect its own operations, suggesting a site currently occupied by a former gasometer with an alternative greenfield site also indicated. The route of the pipeline to the HAGI would parallel an existing gas pipeline whilst the removal of Saica as an offtaker reduces the requirement for a spurline across Manchester Road.

21.7.8 A number of landowners objected to the siting of the pipeline on their land. Queries were also received around whether compensation would be provided to owners of land through which the pipeline is routed, as well as for residential properties. In response to queries around land routed through, the Applicant confirmed it will offer voluntary terms for the permanent land rights based on existing land value. Reasonable compensation will also be provided for evidenced disturbance and losses where landowners and businesses are affected and suffer losses from temporary occupation and construction. In response to queries around

compensation for residential properties, the Applicant considered it is not liable to claims for compensation from landowners outside of the Order Limits and does not accept devaluation in property value from the pipeline being in a road or third-party private land.

21.7.9 Comments were also received regarding the level of correspondence held at that specific period of the Project. The Applicant has been in contact with potentially affected landowners in response to comments received and continues to discuss matters of survey access and Project design with them. With regard to High Legh estate, the Applicant has selected the BVI location which is north of the A50 and outside its landholding. Bruntwood's concern with regard to access and the amount of its land affected by the Project has resulted in the Applicant reducing the Order Limits and confirming that permanent works will be in the street. Works in the highway that may have the potential to affect third party access will be done with the agreement of the relevant local highway authority.

21.7.10 In response to comments received from statutory undertakers, discussion have been held with regard to protective provisions and remain ongoing. Discussions have also been held with SP Manweb and Electricity North West in relation to the location of electrical connection points for the HAGIs and budget offers have been received. Engagement is ongoing with United Utilities whilst the Applicant will work with Forestry England to understand their use of land and install mitigation where required to ensure the existing use of such land can continue.

22. Socio-economic

22.1 Introduction

22.1.1 As part of the Stage Two Statutory Consultation, the Applicant sought feedback in relation to its proposed application, which included a presentation of the Preliminary Order Limits within which the Project is proposed to be located.

22.1.2 This chapter provides a summary of the relevant consultation feedback received from prescribed consultees, local authorities, members of the public and wider stakeholders grouped under the following headings:

- Benefits;
- Business opportunities and impacts;
- Community impacts; and
- Employment opportunities and impacts.

22.1.3 The comments of consultees are captured comprehensively below. Any omissions in the discussion below with regard to the specific consultee groups indicates that there was not a response from consultees within that category.

22.2 Benefits

Section 42 Consultees

Local Authorities

22.2.1 Cheshire West and Chester Council advised that the Applicant and HS2 should agree cost apportionment and opportunities for financial efficiencies to be invested in additional local community benefits. Trafford Council similarly identified projects or improvements where the Project could provide financial contributions, including funding for a landscape masterplan for land passing through Places for Everyone sites and a contribution to local public transport and road improvements.

Persons with an Interest in Land (PILs)

22.2.2 Peel L&P said that social and economic benefits from its Protos development, such as construction expenditure and both temporary and permanent jobs, could be lost due to the current pipeline route. It considered that the Project would prevent the ability of its assets to deliver social and economic benefits.

22.2.3 Wain Estates said that it wished to understand whether the Project could offer benefits to Carrington Estate, through local fuel provision or serving occupiers.

22.3 Business Opportunities and Impacts

Section 42 Consultees

Local Authorities

22.3.1 Cheshire West and Chester Council raised concerns about the scoping out of tourism impacts from the PEIR and suggested consideration of the impact of construction on routes to major visitor destinations in the borough, such as Cheshire Oaks and Chester Zoo. Cheshire West and Chester Council similarly questioned the visitor numbers listed in PEIR Table 15.10. It commented that meaningful commitments were required to ensure that both the Project and HS2 combine measures to support the local education curriculum, developing skills and sustainable employment opportunities.

Prescribed Consultees

22.3.2 Acton Bridge Parish Council said that Vale Royal Falconry was registered as an operating zoo and that construction of the pipeline would prevent its operations during the construction period.

22.3.3 Dunham Massey Parish Council identified its parish as containing valuable agricultural land which would be lost or rendered unusable during construction of the Project. It said that this could pose a risk to local agricultural businesses. Warburton Parish Council similarly raised that construction of the Project would adversely impact on local agricultural businesses due to the length of the construction period.

22.3.4 Royal Mail raised concern about the impact of the Project on its performance of Universal Service Provider obligations, noting that it would face financial penalties if obligation service delivery targets were not met.

22.3.5 United Utilities highlighted that the costs for assessing the impact of the Project on its assets will be recovered.

Persons with an Interest in Land (PILs)

22.3.6 Several PILs raised concern about the impact of disruption as a result of the Project on the local agricultural businesses, some of whom had had engagement with the Project to discuss these concerns. Other PILs said that the pipeline route would impact their businesses financially as well as their animals' welfare.

22.3.7 Several PILs said that the caravan site on Eaton Lane would be impacted by access and noise issues, leading to a loss of business.

22.3.8 Corona Vulcan Ravenhead Limited considered that customer and employee access to Ravenhead Retail Park would be materially impacted by construction of the Project. Vale Royal Falconry also stated that construction of the pipeline close by would prevent the operation of its business. Wain Estates also shared similar concerns.

22.3.9 Cream Global Ltd and Daresbury Properties both commented that route options NP1 and NP2 would adversely affect the viability of the Creamfields Festival, noting the cultural and economic benefits the festival brings to the North West.

22.3.10 Peel L&P said that the pipeline route would impede the development of new residential and commercial properties at three of its sites, noting that this would lead to a loss of potential social and economic benefits.

22.3.11 Vale Royal Abbey expressed concerns about the impact of construction of the pipeline, particularly route option SP3, on its golf club. It suggested that disruption caused by construction works would breach the Club's contract with its members leading to decreased income from members and visitors and a loss of jobs. It further highlighted that the Club's bunkers, drainage, and irrigation system would require reinstatement following construction.

Section 47 Consultees

Members of the public

22.3.12 Members of the public said that the location of the proposed EBV1 is owned by a local farming business and this part of the route would impact the farmers livelihood, the local community and the animals.

22.3.13 Members of the public said that the disruption resulting from the Project would have an impact on agricultural businesses due to the proposed Preliminary Order Limits.

Businesses and Community Groups

22.3.14 Evolution Childcare considered that construction traffic routed along highway link RN13 would adversely impact on its business on Grimsditch Lane. Another business raised similar concern that construction of the Project, particularly the installation of BVIs, would cause disruption to local agricultural businesses and neighbouring livestock.

22.3.15 Eni UK offered its support for the Project, noting the operational synergies with its HyNet Carbon Dioxide Pipeline project.

22.3.16 Innova Renewables Limited stated that the Project would undermine the viability of its proposed solar farm and energy storage project in Aston.

22.3.17 Pennington shared concerns about the impact of construction traffic serving the Project on its emergency asbestos services, noting that additional traffic would delay travel times for its staff attending asbestos sites and pose health and safety risks to its staff, clients and local communities.

22.3.18 Tatton Group highlighted that land take and severance of land from the holding and dairy complex at the Bostock Green Estate would increase costs for the dairy business, adversely impact on its herd numbers, and place its milk contract at risk.

Wider Stakeholders

22.3.19 Councillor Michael Whetton said that the construction of the Project would have long-term impacts on existing local agricultural businesses whose land would be required for construction. He proposed that the Applicant provide funding to Trafford Council to support businesses and communities.

22.4 Community Impacts

Section 42 Consultees

Local Authorities

22.4.1 Cheshire West and Chester Council commented that communities and businesses should have an inclusive understanding of the combined impacts, opportunities, and phasing of the Project and HS2 in common geographic areas. Cheshire West and Chester Council further advised that any socioeconomic impacts resulting from land-use planning restrictions should be considered within the relevant ES Chapter.

22.4.2 Trafford Council suggested that the Project should identify impacts on education settings, sports/recreational areas and proposes a package of measures to demonstrate social value and support to affected local communities during construction.

Prescribed Consultees

22.4.3 Warburton Parish Council considered that the Project offered no benefit to the local community despite potential disruption and impacts to the area.

Persons with an Interest in Land (PILs)

22.4.4 A PIL raised concerns that the development would cause impacts on the wellbeing of local communities as well as on the utilities supply to local communities.

22.4.5 Frodsham and District Wildfowlers Club Ltd objected to the Project as it considered the ability of the Club to provide game shooting and outdoor recreation opportunities would be adversely affected. J E Horton & Partners similarly commented that temporary construction areas would cause severe disruption to its business. Vale Royal Abbey offered similar objection to the Project due to potential social and economic costs.

22.4.6 Runcorn Rowing Club said that it had received planning permission for a new clubhouse and were seeking funds to construct it, advising that its development would benefit from Section 106 funds or the sharing of baseline surveys.

Section 47 Consultees

Members of the public

22.4.7 Members of the public expressed that local communities impacted by the construction of the Project will not benefit from it and queried what is going to be done to solve this. Comments included assertions that there is no plan to pipe hydrogen to the properties located in remote locations and also that the pipeline is solely for Tata.

22.4.8 A member of the public queried how the Central Hub is going to impact the quality of life for local residents for several years.

22.4.9 Members of the public raised concerns about the cumulative impact of the wider Hynet North West programme having a detrimental impact on land owners and residents of local communities, with some reflecting that the area is used by local walkers, horse riders, cyclists and dog walkers.

22.4.10 A member of the public queried how the proposed pipeline will impact Latchford due to it being a highly residential area with a less affluent nature and how the construction will impact the residents in the area.

22.4.11 A member of the public said that impacts to the watercourses as a result of the construction works would most likely have an impact on insurance cover and associated insurance premiums for local communities.

22.4.12 A member of the public said that properties in the area will be impacted by the construction of EBV1 for a considerable period due to road blockages and closures. A member of public also expressed concern that the proposed location of EBV1 off Moss Lane does not benefit any properties in the surrounding area as the hydrogen is not being piped to their homes.

22.4.13 A member of the public said that more consideration has been given to the pipeline impact on Creamfields rather than local residents.

Businesses and Community Groups

22.4.14 A business said that local communities affected by the construction of the Project, particularly residents and businesses on Moss Lane whose access would be restricted by construction of the nearby BVI, would not benefit from it. Runcorn Rowing Club similarly stated that any impacts to its access road would impact on its ability to operate.

22.4.15 Pennington requested that impacts on local businesses and safety concerns of its staff, clients and local communities are considered.

22.4.16 Tatton Group said that the Project could potentially impact on residential renovations and conversions at its Bostock Green Estate. Wain Estates raised similar concerns that the Project would cause disturbance to the occupiers of its Carrington Estate.

22.5 Employment Opportunities and Impacts

Section 42 Consultees

Local Authorities

22.5.1 Trafford Council said that given the scale of the Project across the North West, links should be made with schools and colleges for apprenticeships and training.

Persons with an Interest in Land (PILs)

22.5.2 Peel L&P said that the socio-economic impacts of the Project on the development potential of the draft allocation at Fiddlers Ferry Power Station was not considered, noting that development potential there would be adversely affected. It further suggested that the Project would also adversely affect development proposals at Protos and the Warrington South West Urban Extension.

Section 47 Consultees

Businesses and Community Groups

22.5.3 Tatton Group stated that farming jobs at the dairy business at Bostock Green Estate were at risk as a result of the Project.

22.6 How has Feedback Influenced the Project

22.6.1 As outlined above, a range of comments were received from consultees in relation to socio-economic matters. A summary of how feedback has been taken into account is provided below.

22.6.2 The Applicant recognises that concerns were raised in relation to the NP1 and NP2 route options preventing Creamfields Festival from going ahead, which would adversely impact the local economy. In response, the Applicant has removed both options NP1 and NP2. Option NP3 has been taken forward as the preferred pipeline route in the vicinity of the Creamfields Site. Creamfields has been considered in detail due to the depth of the stage foundations required in this area.

22.6.3 Representations received included comments about the impact on the Vale Royal Abbey Golf Course as a result of the proposed pipeline works. In response, the Applicant has revised the route of the pipeline. It will no longer cross the Vale Royal Golf Course, nor pass close to Vale Royal Abbey.

22.6.4 Peel L&P raised concern that the proposed development will not enable Peel assets to deliver social and economic benefits to the region arising from new development. In response, further discussions have taken place with Peel regarding their assets and amendments have been made to the proposed pipeline and access routes (Protos) to minimise the potential for any effects at the former Fiddlers Ferry Power Station which has now been avoided. The South West Urban Extension residential development was not allocated in the Warrington Local Plan.

22.6.5 Following meetings with Vale Royal Falconry and with Innova Solar, amendments to the pipeline routeing in these locations have been made.

22.6.6 A number of representations were received objecting to the proposed BVI at Moss Lane/EBV1. The Applicant has considered these responses and has selected EBV3 as its chosen BVI location.

22.6.7 Comments were received concerning the caravan site accessed from Eaton Lane. The Applicant has amended its construction routeing to focus access from the A533, thereby removing most HGVs from Eaton Lane (the only exception being the delivery of the trenchless crossing machinery). The Applicant has prepared a **Draft Outline CTMP** and a **PRoWMP** which set out measures to manage traffic.

22.6.8 Evolution Childcare and Pennington raised concerns regarding traffic along Grimsditch Lane. Traffic will not access the working area from Grimsditch Lane, instead using Tarporley Road to access the working area where the pipeline is proposed to cross the A49, to the south.

22.6.9 Representations from a range of consultees were received concerning the potential effects upon agricultural businesses and soils. The Applicant has met with landowners such as the Tatton Group (Bostock Green) to understand their operation and has made changes to the route. A full agricultural land classification survey is being undertaken to quantify the quality of the soils affected and to inform a detail soil management plan. Tatton Group also raised concerns over effects upon existing occupiers and the Applicant has been in discussion with the group to discuss the issue and it has removed a proposed material storage area and moved its proposed pipeline further away from buildings at this location. The **Draft CEMP** and **Draft Outline CTMP** include measures to further mitigate construction effects.

22.6.10 Local authorities asked that the potential effects upon sport and recreational uses be considered and raised the potential for the Project to complement existing community, environmental and regeneration programmes and initiatives. **Draft ES Chapter 14: Land Use** and **Chapter 15: People and Communities** assess the relevant receptors and the Applicant is preparing a community benefits strategy which will set out its proposals in this regard and will be submitted with the DCO application. Environmental projects may be supported via the Applicant's commitment to BNG whilst the Applicant is also giving consideration to apprenticeships and training.

22.6.11 Certain specific businesses made representations or were referred to by others:

- Cheshire West and Chester Council raised a concern over the scoping out of effects upon tourism citing Chester Zoo. The Applicant has undertaken a qualitative assessment of potential tourism effects. However, it is of the opinion that Chester Zoo is too distant to be directly affected by the Project whilst indirect effects caused by increased vehicle numbers during construction are unlikely to have a material effect upon the main approach roads to the Zoo (such as the M56).

- Royal Mail raised concern about the impact of the Project on its performance. It is understood that this concern relates to the potential for increased traffic congestion. **Draft ES Chapter 11: Traffic and Transport** concludes that there would not be significant effects upon driver delay and congestion. However, the **Draft Outline CTMP** does include for the advanced notification to local authorities of works to take place. This notification could be extended to the Royal Mail.
- Several PILs said that the caravan site on Eaton Lane would be impacted by access and noise issues, leading to a loss of business.
- Corona Vulcan Ravenhead Limited and Wain Estates expressed concern over access to their businesses. The Applicant has removed its earlier proposal for a HAGI on land adjacent to the retail park and whilst it remains the intention to place the St Helens spurline within the carriageway of Burtonhead Road (which is also the access to Ravenhead Retail Park). With regard to land in the control of Wain Estates in Partington, the scheme has been redesigned to follow the access road proposed by Wain Estates in its planning application for business units whilst additionally, an alternative HAGI location is proposed which if chosen would be accessed primarily from the south via Sinderland Road.
- The Applicant notes United Utilities request for reimbursement and has been in regular discussion with the water company with regard to the plans of both parties for infrastructure refurbishment and development.

22.6.12 On other matters raised, the Applicant notes that Cheshire West and Chester Council requires an inclusive understanding of the effects upon the Project and those of HS2. Given that HS2 north of Birmingham has been cancelled, this Project is no longer included within the cumulative assessment. Reference was also made to potential land use planning restrictions and the Applicant's present position and understanding on this matter is set out at **Appendix I.**

22.6.13 In response to representations received expressing concern for people's wellbeing and ability to maintain existing infrastructure, the Applicant can confirm that the issue of public perception is included within **Draft ES Chapter: 15 People and Communities,** although the topic of mental health was excluded from the scope of the assessment with the agreement of the Secretary of State. Existing utilities will be protected via protective provisions agreed with the relevant utility providers and included within the DCO.

22.6.14 Concerns were also received with regard to the Central Hub and the potential for a range of impact upon people's amenity. The Applicant has now selected a hub location away from the A533 and the closest residential properties. The location chosen will be landscaped to screen views whilst the Applicant's proposed Construction Noise and Vibration Management Plan, which will be submitted with the application, will set out measures to mitigate construction noise. Operational noise levels will be agreed with the relevant local authority.

22.6.15 The potential for impacts at Latchford is a result of the proposed Warrington Spurline. This narrow diameter pipe would be placed within the highway and the scale and magnitude of the works would be unlikely to exceed those commonly experienced when utility providers are undertaking 'business as usual' activities. The Applicant's **Draft Outline CTMP** and **CEMP** set out the measures that will be taken to mitigate effects.

22.6.16 Whilst the Project will cross watercourses, many such crossings would be trenchless and as such they would not physically affect the River. Minor watercourses may be open cut and the approach to be taken will have to be confirmed with the Environment Agency or Local Lead Flood Authority. If the issue of concern is around increased flood risk, then the Applicant has prepared a Flood Risk Assessment which has been used to guide the location of the Project and approach to construction.

23. Traffic and Transport

23.1 Introduction

23.1.1 As part of the Stage Two Statutory Consultation, the Applicant sought feedback in relation to its proposed application, which included a presentation of the Preliminary Order Limits within which the Project is proposed to be located.

23.1.2 This Chapter provides a summary of the relevant consultation feedback received from prescribed consultees, local authorities, members of the public and wider stakeholders grouped under the following headings:

- Assessments approach;
- Local highways; and
- Public transport.

23.1.3 The comments of consultees are captured comprehensively below. Any omissions in the discussion below with regard to the specific consultee groups indicates that there was not a response from consultees within that category.

23.2 Assessments Approach

Section 42 Consultees

Local Authorities

23.2.1 Cheshire West and Chester Council requested that the ES provides information on highways broken down by local authority area to enable more efficient appraisal of the DCO application by local authorities.

23.2.2 Halton Borough Council considered the HGV distribution simplistic and advised that distribution would depend on the extent of the scheme in given locations. It further suggested that the Farnworth Sutton Greenway should be considered alongside other public rights of way and cycle routes.

23.2.3 Trafford Council considered that the proposed Places for Everyone allocation at New Carrington had not been included within transport modelling, noting that the number of residential units and employment floor space delivered at the peak of pipeline construction would increase if construction were delayed. It said that details of alternative routes considered for construction traffic should be provided.

23.2.4 Warrington Borough Council said that further explanations should be provided for the magnitude of change definitions and level of receptor sensitivity used to define level of impact. It also recommended that two-year old accident data analysis should be updated.

Prescribed Consultees

23.2.5 Acton Bridge Parish Council said that information was not provided on how construction traffic along Acton Lane and Station Road would be managed, including whether both roads would be simultaneously disrupted.

Persons with an Interest in Land (PILs)

23.2.6 PILs requested clarification on whether a traffic study of the A49 Tarporley Road in Lower Whitley including the Marsh Lane junction has been undertaken.

Section 47 Consultees

Members of the public

23.2.7 One member of the public requested information about the outcome of the impact assessment of the Project on local roads. Others suggested that construction traffic should be represented in vehicles per hour and that the practicality of using local roads during construction had not been fully investigated in Chapter 11 of the PEIR.

23.2.8 A request was made by a member of the public for clarification on whether a traffic study had been undertaken at A49 Tarporley Road.

23.2.9 Other members of the public made comments reiterating those made by businesses under the socio-economic heading (Section 22) relating to Grimsditch Lane. One member of the public said that Chapter 11 of the PEIR does not acknowledge the preschool day nursery and commercial units on the junction of Grimsditch Lane and Greenhill Lane. Respondents also stated that Higher Lane and Grimsditch Lane are popular walking and cycling routes, which is contrary to what is stated in Chapter 11 of the PEIR.

23.2.10 Some members of the public said that the Automated Traffic Count assessment of RN13 was located at the western end of Higher Lane and therefore would not have considered traffic volumes along Grimsditch Lane and Newton Lane. Respondents raised concern about PEIR table 11.33, stating that the table characterises the sensitivity of RN13 as negligible despite PEIR table 11.34 showing a 535.7% increase in HGV traffic.

23.2.11 Many respondents suggested that RN13 be categorised as high impact due to increased traffic volumes, driver and pedestrian related transport effects. Some members of the public also raised concern that PEIR table 11.41 does not adequately consider the transport issues at the eastern end of RN13. It was suggested that the Highway Link RN13 is reassessed, and use of the route carefully considered.

Businesses and Community Groups

23.2.12 Eni UK requested collaboration between the Project and the Liverpool Bay CCS project, including the potential for highways impacts from both projects.

23.2.13 Evolution Childcare provided comments on the assessment of highways link RN13 in PEIR Chapter 11. These included concerns similar to those raised in paragraph 23.2.10 and 23.2.11. It accordingly regarded statements in the PEIR about RN13 to be unreliable as it considered Grimsditch Lane to have not been sufficiently assessed.

23.3 Local Highways

Section 42 Consultees

Local Authorities

23.3.1 Cheshire East Council suggested that a detailed map of the scheme highlighting individual junctions and crossing points should be provided to enable detailed analysis at these locations.

23.3.2 Trafford Council and Warrington Borough Council raised concerns about the magnitude of change resulting from construction traffic, identifying significant capacity constraints within the existing strategic and local highway networks. Trafford Council particularly highlighted its concern about Manchester Road in Partington and advised that details of works and road closures should be provided.

23.3.3 Warrington Borough Council highlighted that the DCO could override other statutory requirements and permitted rights for works affecting highways, including street works. It suggested that the Applicant works with them to ensure protection of the Warrington Western Link scheme while accommodating the pipeline.

Persons with an Interest in Land (PILs)

23.3.4 Wain Estates highlighted that the proposed Carrington Relief Road utilised its land at the Manchester Road junction, highlighting the importance of the Road in creating capacity for local development and enhancing local connectivity. Wain Estates said that the Project may negatively impact the proposed Carrington Relief Road.

23.3.5 A PIL expressed concern about the increase in HGV and lorry traffic and the closure of local roads.

Section 47 Consultees

Members of the public

23.3.6 Some respondents said that the works to Stockton Heath Swing Bridge may cause cumulative impact on traffic congestion in Warrington. Other respondents expressed concern that no traffic surveys have been undertaken for Hartford Road and Eaton Lane.

23.3.7 Some members of the public suggested that the A533 is already a busy road with existing issues which will adversely impact construction workers and site access. One member of the public suggested that the Project should consider the parts of the local road network with high traffic volumes, particularly during rush hour.

23.3.8 Several respondents suggested that measures should be put in place to mitigate increased traffic and improve safety on Carrgreen Lane during and after the construction of the HAGI. Some members of the public suggested that new roads, junctions, and diversions should be created on Carrgreen Lane to manage traffic around the Warburton HAGI.

23.3.9 Respondents said that maintenance access would lead to permanent traffic, noise and congestion.

23.3.10 Several members of the public identified an increase in HGV movements and local road closures alongside HGV impacts on narrow roads and private access roads.

23.3.11 One member of the public said that access is required to maintain access to a carpark behind properties on Chester Road.

23.3.12 One respondent said that the closure of the A557 Weston Point expressway would affect access to the M56, Rocksavage Way and Runcorn Golf Club. A member of the public suggested that the A557 Weston Point expressway remain open during construction to avoid impacts on residents of Weston and High Runcorn.

Businesses and Community Groups

23.3.13 Pennington suggested that the viability of highways link RN13 should be reassessed.

23.3.14 Wain Estates expressed identified that the Project would affect the proposed Carrington Relief Road.

Wider Stakeholders

23.3.15 Cheshire West and Chester Conservative Group requested that the viability of RN13, particularly the eastern end, is reassessed and said that east-to-west routeing along the highways link should be required in contract specifications if the link is deemed viable, requesting discussions between the Project and the local highways authority.

23.4 Public Transport

Section 42 Consultees

Local Authorities

23.4.1 Trafford Council said that construction traffic through Partington and along the A6144 would adversely impact on public transport services between Partington and Carrington, which it noted was already limited. It similarly commented that long journey times to travel outside of the local area would also be increased due to construction traffic.

23.5 How has Feedback Influenced the Project

23.5.1 As outlined above, a range of comments were received from consultees in relation to traffic and transport. A summary of how feedback has been taken into account is provided below.

23.5.2 A local authority asked whether the assessment could be presented such that the relevant effects within each local authority area are clearly identified. The **Draft ES Chapter 11: Traffic and Transport** has included an additional column within relevant tables to identify the authority potentially affected. The base mapping for all of the traffic and transport figures also denote individual local authority areas. In response to the request from Cheshire East, all highways to be crossed and the means of crossing (trenched or trenchless) are shown on **Figure 2.3** (Crossing Schedule).

23.5.3 The Applicant recognised concerns from respondents around the impact of traffic on the local road network and its consideration within the PEIR. In response to these, the Applicant has reviewed some of the routes proposed for construction, with further details provided in the Draft ES. Similar comments were received that raised concerns about the assessment of transport effects in the PEIR, including disputes with the characterisation of the sensitivity of Highways Link RN13. The PEIR included information on the magnitude of change for likely transport and route section context to provide the rationale for the determination of significance. The sensitivity of RN13 previously presented has been retained, however the vehicle numbers now proposed to use this link have been reduced substantially from 166 HGVs to 58 HGVs.

23.5.4 Halton Borough Council requested that consideration be given to the Farnworth Sutton Greenway. This is a former railway line. The Greenway would be the subject of a trenched crossing but no construction vehicles would be allowed to use it as an access (other than to cross from one side of the greenway to the other). The management techniques to be employed to safeguard users of the greenway are identified within the **Draft Outline PRoWMP**.

23.5.5 Local authority representation included a request to include for consideration of the Places for Everyone allocation at New Carrington. The future baseline assessment uses Trip End Model Presentation Program (TEMPro) which includes for dwelling and employment projections based upon local authority data. This, and other local plan allocations are therefore captured by its use. The Project has however revised its construction routes such that fewer vehicles will now be directed through this area, along Manchester Road and through Partington. This amendment should also reduce the potential for effects upon public transport.

23.5.6 Questions were received concerning the approach to traffic survey and the management of construction traffic. The approach taken is to identify highway links. These are individual or groups of roads along which construction vehicles will pass to access the construction working area. Those links subject to larger vehicle flows are taken forward for assessment. In some cases, these will include for the consideration of junctions. Consideration has been given to various stretches of the A49 for example.

23.5.7 Linked with RN13 above, representations received included comments about the consideration of Grimsditch Lane within the PEIR, particularly around its popularity as a walking and cycling route and the presence of a nursery and commercial units on it. Following the Stage Two Statutory Consultation, the Applicant has subsequently revised its proposed HGV routeing strategy to remove Grimsditch Lane as a proposed route, with HGVs accessing NH-01 to NH-04 now routed to the western end of Higher Lane from the A533.

23.5.8 In response to the request from Eni UK (promoters of the Liverpool CCS project) that collaboration between both projects takes place, Cadent is holding regular meetings with Eni UK as well as other promoters of projects forming part of the wider HyNet programme.

23.5.9 Suggestions were received that measures be put in place to mitigate increased traffic volumes and improve safety on Carrgreen Lane during and after construction. Similar concerns were also raised that maintenance access would adversely affect traffic and congestion. In response to these comments, the Applicant considered that construction traffic would only be for a short period and that operational traffic would be negligible as HAGIs would not be permanently manned. Appropriate improvements for Carrgreen Lane would, however, be considered during the assessment process.

23.5.10 The Applicant has been in discussion with Warrington Borough Council with regard to the measures and provisions required to ensure protection of the Warrington Western Link scheme and it has also proposed an alternative HAGI location at Higher Walton that would include an alternative pipeline route in the location of the proposed Western Link.

23.5.11 Reference was made to the potential closure of the A557 Weston Point expressway. It was always the intention to cross this highway using a trenchless technique, however the connection to the Heath which would have required the crossing has now been removed from the Project.

23.5.12 Comments were received that maintenance access would lead to permanent traffic, noise and congestion. In respect of traffic, the frequency and number of vehicles required to access the HAGI and BVIs during operation would be low in number and significantly less that the number required for construction. The Secretary of States Scoping Opinion agreed that operational traffic effects could be scoped from the assessment.

24. Conclusion

24.1.1 This Consultation Summary Report provides a detailed overview of the Stage Two Statutory Consultation to help Cadent develop their proposals for the Hynet North West Hydrogen Pipeline. The Stage Two Statutory Consultation provided consultees with a further opportunity to understand, comment on and influence the proposals prior to submission of the application. The consultation also provided opportunity for consultees to attend public exhibitions and speak to members of the Project team. The consultation ensured further opportunities to raise awareness about the Project were taken.

24.1.2 The consultation focused on sharing how proposals had developed following the Stage One Consultation and how feedback had been considered and incorporated into the Project and the Preliminary Order Limits. Views were also sought on some remaining route, HAGI options and any emerging preferences for the Project and its delivery.

24.1.3 In total, 345 pieces of feedback were received during the consultation. Representations were received from local authorities, national and local organisations, persons with an interest in land, and the local community. All feedback received from the Stage Two Statutory Consultation has been considered by Cadent alongside ongoing design and environmental assessment work. Further details of how feedback has been considered is included in the Design Evolution Report, which will be available at the third stage of consultation.

Next Steps

24.1.4 A third stage of consultation will be undertaken in Autumn 2024 and will focus on evaluation of the proposed application, in accordance with the requirements of the Planning Act 2008.

24.1.5 A final Consultation Report will be provided in the DCO application with information on each consultation stage.

HyNet North West Hydrogen Pipeline

Delivering clean growth

Appendix A Stage One Non-Statutory Consultation Feedback Report

HyNet North West Hydrogen Pipeline

Delivering clean growth

Cadent

Your Gas Network

Stage One Non-Statutory Consultation

Consultation Feedback Report

July 2022

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HyNet North West Hydrogen Pipeline
Delivering clean growth

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Glossary

Term	Description
BNG	Biodiversity Net Gain
CEMP	Construction Environmental Management Plan
CTMP	Construction Traffic Management Plan
DCO	Development Consent Order
EIA	Environmental Impact Assessment
ES	Environmental Statement
HAGI(s)	Hydrogen Above Ground Installation(s)
HRA	Habitat Regulations Assessment
LVIA	Landscape and Visual Impact Assessment
NPPF	National Planning Policy Framework
NSIP	Nationally Significant Infrastructure Project
PEIR	Preliminary Environmental Information Report
PRoW	Public Rights of Way
PRoWMP	Public Rights of Way Management Plan

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1. Introduction

1.1 Purpose of this Report

1.1.1 This Consultation Feedback Report (hereafter referred to as 'CFR') presents the results of the Stage One non-statutory pre-application consultation ('the Stage One Consultation') that took place on the HyNet North West Hydrogen Pipeline project (hereafter referred to as 'the Project') between 26 January and 11 March 2022.

1.1.2 This CFR sets out details of the consultation undertaken and provides a summary of the feedback received in relation to the Project from prescribed consultees, local communities, and wider/other consultees. It also presents Cadent's responses to the consultation feedback received, explaining how it has had regard to the feedback in preparing its proposals for the Project.

1.1.3 This CFR will inform the Consultation Report that is required to accompany the Development Consent Order (DCO) application produced for the Project. The document is provided for information only and we are not seeking views on its content.

1.2 Who is Cadent Gas?

1.2.1 Cadent transports gas to 11 million homes and businesses throughout the North West, West Midlands, East Midlands, South Yorkshire, East of England and North London.

1.2.2 Cadent owns, operates, and maintains the gas distribution network in these areas and as such is responsible for the following activities:

- Looking after the main gas pipe that supplies larger areas, as well as the smaller pipes branching off from it that takes gas to homes and businesses.
- Maintaining, repairing, and replacing gas pipes to ensure the safe and reliable flow of gas now and long into the future.
- Managing the National Gas Emergency Service for all gas customers in the UK. If something goes wrong, Cadent is the first point of call to make sure it is dealt with calmly, quickly and safely.
- Connecting homes and renewable gas suppliers to its network.
- Working with local businesses to expand and develop its network.
- Providing extra care for those who might need it in a gas emergency.

1.2.3 Cadent does not produce gas and does not own the gas that flows through its pipes. It is solely responsible for its transportation and distribution.

1.2.4 Cadent is the promoter of the Project and will be responsible for its construction and operation if granted a DCO by the Secretary of State.

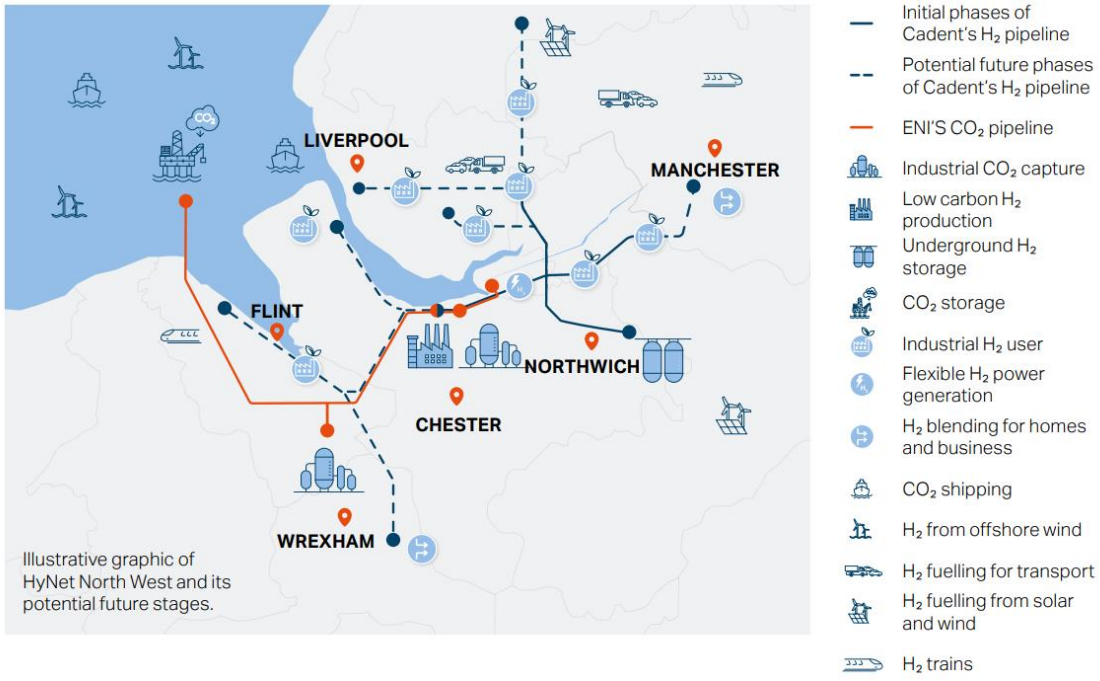
1.3 Background to the Project

1.3.1 The Project includes the construction, operation and maintenance of around 125 kilometres (approximately 77 miles) of new gas transportation infrastructure in the North West of England. It will be the UK's first 100 percent hydrogen pipeline at scale to deliver hydrogen to industrial users and power generators in the region.

1.3.2 Legally binding net-zero carbon dioxide (CO_2) emissions targets have been set by the UK Government in response to the global climate emergency. This means that by 2050, any CO_2 emissions into the atmosphere must be offset by an equivalent removal of emissions. The Project aims to support the challenge of meeting these targets through providing a supply of hydrogen power, supporting businesses in the North West in decarbonising local industry and aiding the transition to net-zero.

1.3.3 The Project is part of the HyNet North West low carbon cluster project (**Figure 1.1**) and will deliver hydrogen to multiple industrial users and power generators. It will also take hydrogen to gas blending points for introduction into the existing gas network, along with connecting associated hydrogen storage facilities to help balance the supply and demand on the pipeline.

Figure 1.1 The wider HyNet North West project and its potential future phases



Development of preferred route corridor

1.3.4 In developing its proposals for the Project, Cadent has undertaken a detailed routeing and siting process. This included identifying constraints and beneficial features that could place limits on the routeing of the pipeline and siting of HAGIs, such as protected areas and habitats, flood zones, and geohazards. This was followed by strategic optioneering, where high level layouts for the pipeline route were considered and a preferred option selected.

1.3.5 Strategic Option A was identified as the preferred strategic option and was taken forward as part of the Stage One Consultation. Following this, a route corridor study was undertaken to identify broad widths of land within which the new infrastructure could be routed and sited.

1.3.6 The study identified four potentially suitable route corridors for the new hydrogen pipeline infrastructure (Corridors A to D). Details of the corridors identified are set out in the Route Corridor Report, which was published as part of the Stage One Consultation. In some areas, 'spurs' (shown in consultation materials as hatched areas) were identified from the preferred route corridor. The spurs would take hydrogen from the main pipeline network to specific industrial users in the region.

Hydrogen above ground installations

1.3.7 While most of the proposed infrastructure will be underground, at certain points along the pipeline, some above ground equipment will be required. These are referred to as Hydrogen Above Ground Installations (HAGIs). HAGIs help maintain the correct pressure in the pipeline, as well as ensuring security of supply. The typical components at an Above Ground Installation is presented in **Figure 1.2**.

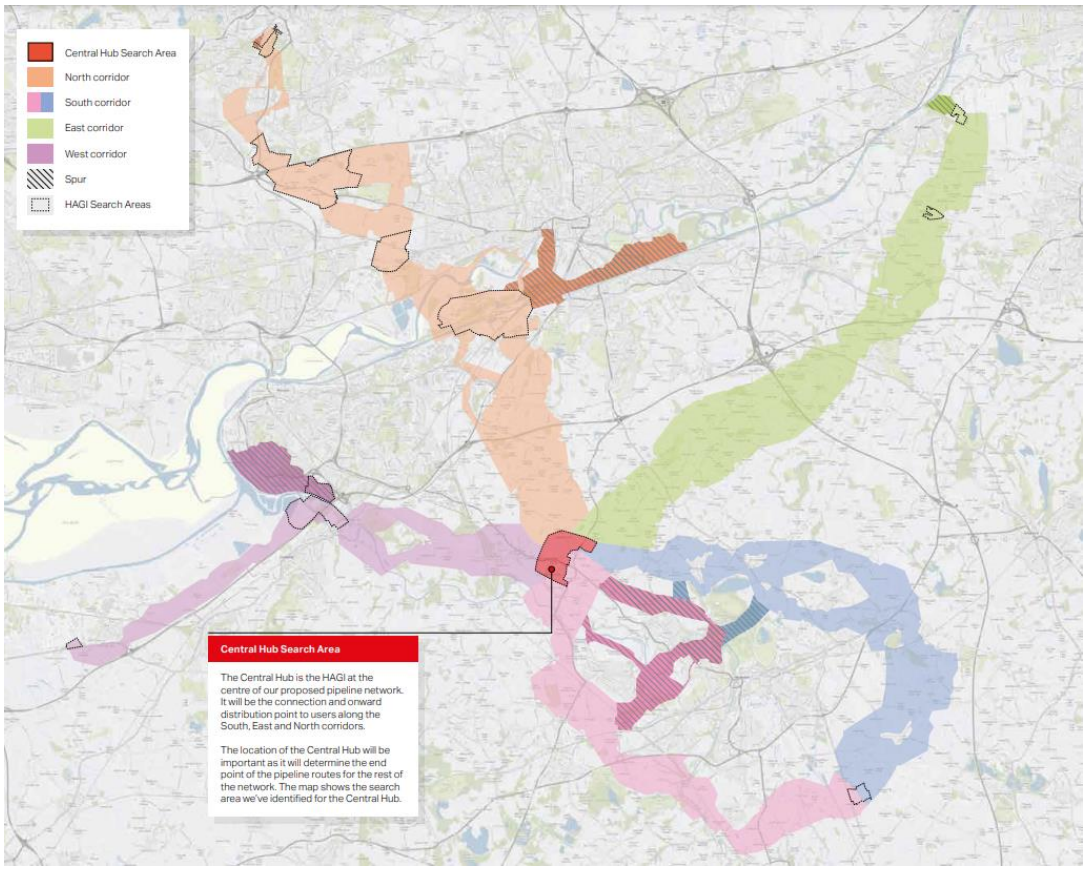
Figure 1.2 Typical components at an Above Ground Installation



1.3.8 As part of the routeing and siting process, search areas for HAGIs were identified at key points along the preferred route corridor. Their locations have been informed by the points along the pipeline network where it is anticipated that connections or block valves will be required, as well as planning and environmental considerations.

1.3.9 **Figure 1.3** presents the preferred route corridor (strategic option A), separated into North, South, East and West Corridors. Also presented are spurs from these corridors for the onward distribution to industrial users, and search areas for HAGIs.

Figure 1.3 The preferred route corridor selected (Strategic Option A)



1.4 Structure of the Report

1.4.1 The remainder of this CFR is structured as follows:

- **Approach to public consultation** – sets out who was consulted and the methods used during the consultation.
- **Feedback mechanisms** – details the ways consultees could provide feedback and describes how the analysis of feedback was managed.
- **Feedback received from Prescribed Consultees** – presents a summary of the feedback received from local authorities and statutory bodies, broken down by topic theme.
- **Feedback received from Local Communities and Businesses** – presents a summary of the feedback received from local businesses, community groups and members of the public, broken down by topic theme.
- **Response to feedback received** – provides Cadent's response to the matters raised in the consultation.
- **Identification of a Preferred Pipeline Route** - outlines the identification of a preferred pipeline route, and sites for associated HAGIs, following the consideration of consultation feedback and ongoing engagement.

- **Summary and next steps** – sets out the next steps in the consultation and engagement process.

2. Approach to Public Consultation

This section outlines Cadent's approach to the Non-Statutory Stage One Consultation, including its strategy, aims, and the details of the method and approach taken to consultation and engagement.

2.1 Consultation Strategy

2.1.1 Cadent is committed to delivering projects that are as inclusive as possible and places equality, diversity, and inclusion at the heart of business planning and decision-making. Consultation activities were therefore planned to be accessible and inclusive, to ensure that Cadent engages with as wide a demographic as possible.

2.1.2 Cadent sought to achieve this through a variety of methods. These included raising awareness of the Project across the North West region, clearly explaining the Project and its role in the context of the wider HyNet project and providing easy access to the consultation with materials written in plain English.

2.1.3 To provide a framework for accessible and inclusive consultation, an Engagement and Consultation Strategy was produced. This set out details of the proposed approach to non-statutory and statutory consultation and 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. 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.

Digital-first approach

2.1.4 To provide broad reach and maximise accessibility for those living and working in the area, and to safeguard the consultation against COVID-19 outbreaks or changes to guidance and/or rules, a digital first consultation was undertaken.

2.1.5 Online activities were optimised to support access from mobile devices, such as phone, tablet, and desktop devices. This approach also aligned with the Planning Inspectorate's guidance at the time[1], which was updated in response to the

[1] The Planning Inspectorate, 'Advice Note Fourteen: Compiling the Consultation Report' (updated February 2021) hiips://infrastructure.planninginspectorate.gov.uk/legislation-and-advice/advice-notes/advice-note-fourteen-compiling-the-consultation-report/

COVID-19 pandemic and guidance from government. Details on these activities are provided in **Section 2.7**.

2.1.6 Cadent also recognised that there were likely to be some people who preferred to engage offline, and as such held eight in-person events across North West England. Details on these are provided in **Section 2.7**.

Developing the consultation approach

2.1.7 In advance of the consultation, pre-consultation briefing meetings took place with the host local authorities identified in **Table 2.1**. These meetings were an opportunity to introduce the Project, its role in decarbonising local industrial emitters, and provide insight into Cadent's proposed approach to consultation.

Table 2.1 Dates of pre-consultation briefing meetings with stakeholders

Stakeholder	Meeting date
Cheshire West and Chester Council	8 November 2021
Cheshire East Council	23 November 2021
Trafford Council	24 November 2021
Halton Borough Council	9 December 2021
St Helens Council	13 December 2021
Warrington Borough Council	13 January 2022
All-authority briefing ahead of consultation, attended by Cheshire East Council, St Helens Council, Warrington Borough Council and Trafford Council	20 January 2022

2.1.8 To help inform development of the Consultation Strategy, each local authority was provided with a bespoke briefing note detailing proposed consultation activities in its area and comments or changes to the proposed approach invited. Three local authorities responded to the briefing note providing comment. These responses helped refine the approach ahead of the start of the consultation period, including the identification of local community groups, locations for information, and a new event venue for St Helens at the World of Glass.

2.2 Consultation purpose

2.2.1 The purpose of the Stage One Consultation was to:

- Introduce Cadent and its ambition to deliver a hydrogen pipeline and technology to the region;

- Obtain feedback on the preferred route corridor, within which the pipeline could be routed, and search areas, within which HAGIs could be located;
- Provide information on how the Project will work in delivering hydrogen power to industrial and residential users, and its position in the wider context of the HyNet North West low carbon cluster;
- Ensure people know how to receive information on the Project both during and outside of the consultation period;
- Inform and prepare consultees ahead of Stage Two Statutory Consultation, which is anticipated to take place Autumn 2022; and,
- Seek comments on any others matters relating to the Project that consultees consider relevant.

2.2.2 The feedback received to the Stage One Consultation has informed the design and development of the Project. The defined pipeline route and locations for the HAGIs and other above ground infrastructure will be subject to consultation as part of the Stage Two statutory consultation proposed to take place in Autumn 2022.

2.3 When did it take place?

2.3.1 The Stage One Consultation launched at 00:01 on 26 January 2022 and ran until 23:59 on 11 March 2022, a period of 45 days.

2.4 Where did it take place?

2.4.1 The Consultation Zone (**Appendix C**) was defined broadly as comprising all residential and commercial addresses within the route corridor, including associated spurs and search areas. In several locations the project team revised this zone to include addresses outside the route corridor that may still experience some impact because of the proposals.

2.5 Who was consulted?

2.5.1 The consultation was open to all and widely publicised via email, postcards, print and digital advertising, and social media. 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 (see paragraph 2.4.1) and their elected representatives (including MPs, councillors, and parish councils). This included landowners whose land may be affected by the Project (in addition to other activities – such as land referencing – already taking place).
- **Special and local interest groups**: Special interest groups, such as wildlife trusts, professional bodies, pressure groups, and organisations who may be interested in the proposals because of their area of knowledge or specialism (for example, local historical societies, conservation groups or charities).

- **Seldom heard groups**: Representatives of people considered seldom heard. Examples of 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 identity interested parties to include in future engagement.
- **Prescribed consultees**: Although the Stage One 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 (the APFP Regulations) were contacted. This included statutory bodies such as Natural England, Historic England and the Environment Agency as well as the parish councils.

2.5.2 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 B**.

2.6 Notification and Publicity

2.6.1 At the start of the consultation, a consultation postcard was distributed to 15,402 residential and commercial addresses within the Consultation Zone (see paragraph 2.4.1 and **Appendix C**).

2.6.2 The consultation postcard provided a brief description of the Project and directed people to the project website for more information and to provide feedback. A copy of the postcard is included in **Appendix D**.

2.6.3 On the day the consultation launched, emails were sent out to stakeholders to notify them of the consultation. This included the identified prescribed consultees outlined above in **Section 2.5**, and other relevant groups. Emails were also sent to nine Members of Parliament, the six host local planning authorities, and 44 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 B**.

2.6.4 Posters publicising the consultation (see **Appendix E**) were also sent to information points (see below).

Print and digital advertising

2.6.5 A publicity campaign spanning the length of the consultation encompassed print, digital and Google search advertising. **Table 2.2** provides details of the advertising that took place.

2.6.6 Two print advertisements were published in regional newspapers – one at consultation launch, announcing the start of the consultation period, and another with two weeks of consultation remaining, announcing the close of the consultation period.

2.6.7 Digital adverts publicising the start of the consultation period were followed by adverts publishing the close of the period with two weeks of consultation remaining. Google search adverts targeted the North West region and a number of relevant search terms, including ‘hydrogen pipeline’, ‘north west hydrogen pipeline’

and 'north west pipeline'. Images of print, digital and search adverts in-situ can be seen in **Appendix F**.

2.6.8 In the lead up to consultation launch and throughout the consultation period, posts were issued via Cadent's Twitter, Facebook and LinkedIn channels. These publicised consultation events, encouraged feedback, and shared a link to the project website. Social media content was also published via the wider HyNet North West project social media channels.

Table 2.2 Consultation advertising schedule

Print advertising	
Date and detail	**Media outlet**
27 January 2022 'Consultation Open' advert	• Northwich Guardian • Winsford and Middlewich Guardian • Knutsford Guardian • Warrington Guardian
24 February 2022 'Consultation Closing' advert (approximately two weeks ahead of consultation closing)	• Northwich Guardian • Winsford and Middlewich Guardian • Knutsford Guardian • Warrington Guardian
Digital advertising	
26 January 2022 to 11 March 2022	Digital adverts were displayed on all Reach plc outlets and targeted to IP addresses across the North West. This included regional online platforms such as: • Manchester Evening News (www.manchestereveningnews.co.uk) • Liverpool Echo (www.manchestereveningnews.co.uk) • Cheshire Live (www.cheshire-live.co.uk) And national online platforms such as • Daily Mirror (www.mirror.co.uk) • Daily Express (www.express.co.uk) • Daily Star (www.dailystar.co.uk)

Digital advertising	
26 January 2022 to 11 March 2022	Search adverts linking through to the project website were displayed on Google. These adverts were targeted at IP addresses across the North West and appeared whenever a pre-defined phrase was searched for. These phrases included 'north west hydrogen pipeline' and 'north west hydrogen', for example.

Press releases

2.6.9 A press release was issued at the beginning of the consultation period to notify people that the Stage One Consultation was open. It also provided an explanation of the proposals and told people where they could find more information and how to take part. This press release appeared in a national trade publications twice (Energy Digital), and in four regional publications (Business News Wales, Chester Standard, Northwich Guardian, and Runcorn and Widnes World). See **Appendix G** for a copy of the press release and cuttings from publications.

2.6.10 To coincide with the end of consultation another press release was issued. This thanked consultees for taking part, notified them of the next steps and that statutory consultation was planned for autumn 2022. This press release appeared in four national trade publications (Global Hydrogen Review, H2 View, Trade Insider Media, and World Pipelines) and four regional publications (Business News Wales, Chester Standard, Northwich Guardian, and Warrington Guardian). See **Appendix G** for a copy of the press releases and cuttings from publications.

2.7 Consultation Methods and Approaches

2.7.1 In accordance with the DCLG Guidance and to encourage participation in the consultation, a range of methods and techniques were used to ensure that the various consultees identified above and all sections of the community that could be affected by the Project could be involved in the process.

Consultation materials

2.7.2 A variety of materials were created. Collectively, these publicised the consultation and provided detail about the proposals so consultees could choose the information relevant to them. Materials were written and produced so they were easy to understand, and images and diagrams were used to aid accessibility.

Table 2.3 Consultation materials

Material	Detail
Postcard	Notifying residents that the consultation was open and sharing the project website address, freepost address and phone number. The consultation postcard can be viewed in **Appendix D**.
Brochure	Non-technical information brochure providing information on the Project and specific topics, such as routeing, above ground infrastructure, construction, the planning process and environmental considerations. The consultation brochure can be viewed in **Appendix I**.
Website	The Project website (www.hynethydrogenpipeline.co.uk) was a key source of information during the consultation and the main way to provide feedback. It held all consultation materials and supporting technical documentation. Images of the Project website are provided in **Appendix H**.
Exhibition boards	Available at in-person events and through the online virtual exhibition space, these provided an overview of project information, including illustrations of the route corridors and their context in the local area. The exhibition boards can be found in **Appendix A**.
Feedback form	Available both digitally and in hard copy format, this provided a structured way for people to provide their feedback. The feedback form can be viewed in **Appendix J**.
Scoping Report	The Scoping Report set out the proposed content, methodologies to be adopted and the anticipated likely significant environmental effects that are proposed to be considered in the EIA.
Route Corridor Report	The Route Corridor Report was published to explain how the preferred route corridor was developed.

In-person and online events

2.7.3 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:

- Events were held across the Consultation Zone (see paragraph 2.4.1 and **Appendix C**).
- On two days (15 and 16 February), two events were held on the same day in different locations and times to accommodate anyone who may have wanted to come along after typical working hours.
- Events were also hosted on a Friday evening and on a Saturday to provide adequate opportunity for those who may work during the week and were unable to attend the weekday events.
- Online events were available for those who may not have wished to, or were unable to, travel to and attend an in-person event.

2.7.4 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 below in **Table 2.4**.

2.7.5 The events included project team representatives from a range of technical and non-technical disciplines (including a mix of specialists from the engineering, lands, consents, and community relations 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 A**). Photographs from physical events can be seen in **Appendix K**.

2.7.6 In addition to the in-person and online events, a virtual exhibition space was hosted on the Project website. This provided a virtual example of what a physical event space looked like. Users could view information on virtual exhibition panels and click on the panels and accompanying hotspots to access more information and provide feedback. Images of the virtual exhibition space can be seen in **Appendix L**.

Table 2.4 In-person and online consultation events

Date	Timings	Event Location	Attendees
15 February 2022	10:00 – 13:00	Mere and Tabley Community Club Warrington Road, Mere, Knutsford WA16 0PU	8
15 February 2022	15:00 – 19:00	The Fuse ROC Centre Warburton Lane, Partington, Manchester M31 4BU	17
16 February 2022	10:00 – 13:00	Anderton Village Hall	24

Date	Timings	Event Location	Attendees
		New Road, Anderton, Northwich CW9 6AE	
16 February 2022	15:00 – 19:00	Widnes Cricket Club Beaconsfield Road, Widnes WA8 9LA	0*
17 February 2022	18:00 – 19:00	Online event, hosted on Zoom	21
22 February 2022	18:00 – 19:00	Online event, hosted on Zoom	6
23 February 2022	15:00 – 19:00	Warrington Football Club Cantilever Park, Common Lane, Warrington, Cheshire WA4 2RS	15
24 February 2022	11:00 – 16:00	World of Glass Chalon Way, St Helens WA10 1BX	7
25 February 2022	16:30 – 20:30	St John's Church Centre School Lane, Hartford, Northwich CW8 1NP	6
26 February 2022	10:00 – 14:00	Whitley Village Hall Village Lane, Higher Whitley, Warrington WA4 4EJ	52

*The Widnes event took place on an afternoon in which North West England was experiencing a severe weather warning and storms, likely contributing to the zero attendance.

COVID-19 protocols at in-person consultation events

2.7.7 In-person consultation events were managed in line with all relevant and up-to-date government guidance. However, the safety of consultees was our priority and steps were taken above and beyond guidance. These included:

- People were advised to check the project website before attending in-person events, in case of postponement due to COVID-19.
- In-person events had COVID-19 check-in barcodes so that any potential spread could be monitored.
- Anti-bacterial hand gel was available for use.
- Where possible, windows were left open to improve airflow.

- The project team had masks which they wore if a member of the public attended wearing a mask themselves. As per government guidance at the time, masks were not required.
- All event venues were chosen so as to be large enough to allow for ample social distancing.
- A digital-first approach to consultation communications was taken in case of any COVID-19 disruption. This included two online events for people who were unable to, or did not feel comfortable, attending in-person events.

Information Points

2.7.8 In addition to materials being available on the website and on request, copies of consultation materials (the consultation brochure, poster and feedback forms) were deposited at high footfall information points, such as libraries, across the Consultation Zone. These are set out below in **Table 2.5**:

Table 2.5 Information points

Information point	Address
Anderton Village Hall	New Road, Anderton, Northwich CW9 6AE
Chester Library at Storyhouse	Hunter Street, Chester, CH1 2AR
Frodsham Community Centre	Fluin Lane, Frodsham WA6 7QN
Frodsham Library	Princeway, Frodsham, WA6 6RX
Grappenhall Library	Victoria Avenue, Grappenhall, Warrington WA4 2PE
Hartford Village Hall	Chester Road, Hartford, Northwich CW8 1LW
High Legh Village Hall	West Lane, High Legh, Knutsford WA16 6LR
Knutsford Library	Toft Road, Knutsford WA16 0PG
Meeting Lane Community Centre	Meeting Lane, Warrington WA5 2BG
Mere and Tabley Community Club	Warrington Road, Mere, Knutsford WA16 0PU
Northwich Library	Witton Street, Northwich CW9 5DR
Partington Community Centre	Central Road, Partington, Manchester M31 4FL
Partington Library	Central Road, Partington, Manchester M31 4FY

Information point	Address
Rainhill Library	View Road, Rainhill, Prescott L35 0LE
Runcorn Old Town Library	Granville Street, Runcorn WA7 1NE
St Helens Library	The World of Glass, Chalon Way East, St Helens WA10 1BX
The ROC Centre	Warburton Lane, Partington, Manchester M31 4BU
Warrington Library	Golden Square, Sankey Street, Warrington WA1 1TD
Whitley Village Hall	Village Lane, Whitley, Warrington WA4 4EJ
Widnes Cricket Club	Beaconsfield Road, Widnes WA8 9LA
Widnes Library	Victoria Square, Widnes WA8 7QY

Enquiries and information

2.7.9 Cadent 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 860 6255.
- Email: info@hynethydrogenpipeline.co.uk.

2.7.10 29 telephone queries and 49 email queries (not including consultation responses submitted via email) were received during the consultation period.

Requests for documentation

2.7.11 Consultation materials, including technical 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. Five such requests were received via the freephone.

2.7.12 Large-scale versions of the HAGI images, route maps and consultation brochure were also available on request and distributed to those who requested them. One request for hard copy materials was made at an in-person consultation event.

2.8 Technical Engagement

2.8.1 In parallel to the public consultation and following on from the briefings and meetings that took place on the Consultation Strategy, the project team has been keen to have early technical engagement with stakeholders, in particular on the approach to the Environmental Impact Assessment (EIA) and the EIA Scoping stage. This stage of engagement, which remains ongoing, began in earnest in February 2022 (with some introductory meetings held before then) and has, to date, focussed largely on engagement with the six host local authorities through which the route corridors pass, and statutory consultees.

2.8.2 The purpose of this engagement has been to:

- Update stakeholders on the Project;
- Provide specific details on the route corridor options;
- Provide an overview of the nature of the pipeline and the need for associated HAGIs;
- Establish a protocol for ongoing technical engagement on key topics;
- Request data and evidence to support the assessment of the route; and,
- Begin to discuss survey and assessment methodologies and help to inform the EIA Scoping Report.

2.8.3 **Table 2.6** summarises the meetings held. In most cases meetings have followed the following general format:

- An initial meeting has been held to introduce the technical team working on behalf of Cadent and establish protocols;
- Follow up meetings have been held to discuss specific details; and,
- Where relevant written documents summarising proposed survey methods and approaches to assessment have been shared for comment.

2.8.4 Engagement will remain ongoing throughout the preparation of the EIA providing an opportunity for the Local Planning Authorities (LPAs) and statutory consultees to comment on the emerging EIA methodologies for each of the key topics. It is intended meetings will be held were appropriate as a basis for agreement and providing an opportunity for discussion around key issues. Where required, Planning Performance Agreements (or similar) are being set up to provide a formal basis for ongoing conversations.

2.8.5 It is intended that early Statements of Common Ground will be progressed to support the ES and these will document the matters agreed during this early phase, therefore helping to provide clarity on any outstanding issues. The Statements of Common Ground will then be further evolved/updated and submitted at DCO application or examination.

2.8.6 In addition to the specific meetings listed in **Table 2.6** there has been ongoing communication to request data and share information.

Table 2.6 Technical engagement with stakeholders up to 24/06/2022

Stakeholder	Meeting date	Purpose
Canal & River Trust	13.04.2022	Introductory meeting, introducing the project, timescales, Ground Investigation programme, and potential crossings of Canals and Waterways.
Cheshire East Council (CEC)	23.11.2021	Initial briefing about project.
	20.01.2022	Attended bi-monthly joint LPA briefing.
	31.03.2022	Attended bi-monthly joint LPA briefing.
	30.05.2022	Pre-Preliminary Environmental Information Report (PEIR) Highways Methodology Meeting.
Cheshire West and Chester Council (CW&C)	31.03.2022	Attended bi-monthly joint LPA briefing.
	04.05.2022	Teams meeting with Head of Planning regarding Planning Performance Agreement.
	11.05.2022	Discussions about a potential meeting regarding Vale Royal Island.
	25.05.2022	Pre-PEIR Highways Methodology Meeting with Public Rights of Way team.
	06.06.2022	Pre-PEIR Highways Methodology Meeting with Highways team.
	09.06.2022	Host LPAs bi-monthly call.
Cheshire Wildlife Trust	15.03.2022	Initial introductory discussion.
Environment Agency	04.02.2022	Discussion regarding pre-application agreement.

Stakeholder	Meeting date	Purpose
	13.05.2022	Introductory call, introducing the project team and discussion on permitting requirements for ground investigations.
	13.06.2022	Introduction to project, focus on ground and surface water.
Friends of Carrington Moss	28.03.2022	Project team attended a briefing at a Friends of Carrington Moss meeting.
Halton Borough Council (HBC)	12.05.2022	Meeting to discuss highways interfaces.
	09.06.2022	Attended bi-monthly joint LPA briefing.
Historic England	24.05.2022	Meeting to discuss scoping response, geoarchaeology and Ground Investigation work, and settings assessment.
	30.05.2022	Meeting outlining the scheme, typical changes since scoping, and geoarchaeological and deposit model assessment requirement of the Scoping Opinion.
HS2	11.03.2022	Meeting held to introduce the project.
National Highways	07.03.2022	Introductory meeting.
	05.05.2022	Discussion on the scope of EIA Traffic assessment.
	13.05.2022	Pre-PEIR Highways Methodology Meeting
Natural England	26.05.2022	Telephone call to discuss district licensing.
Network Rail	09.05.2022	Ground Investigation requirements.

Stakeholder	Meeting date	Purpose
	22.04.2022	To discuss the process to agree crossings of infrastructure.
	28.02.22	Introduction to the Project.
Planning Inspectorate (PINS)	13.01.2022	Meeting held to introduce the Project.
	17.05.2022	Introduction for the new PINS case officer.
	20.06.22	Discussion regarding EIA approach.
St Helens Council (SHC)	20.01.2022	Attended bi-monthly joint LPA briefing.
	31.03.2022	Attended bi-monthly joint LPA briefing.
Trafford Council	20.01.2022	Attended bi-monthly joint LPA briefing.
	02.03.2022	Briefing for the authority's executive leadership.
	15.03.2022	All member invitation briefing.
	31.03.2022	Attended bi-monthly joint LPA briefing.
United Utilities (UU)	05.05.2022	Introductory meeting to discuss the project and discuss current thoughts.
	17.06.2022	Water Environment Liaison Meeting with the UU to discuss the interaction of pipeline on UU assets and interests, with particular focus on groundwater.
Warrington Borough Council (WBC)	20.01.2022	Attended bi-monthly joint LPA briefing.
	31.03.2022	Attended bi-monthly joint LPA briefing.
	31.05.2022	Pre-PEIR Highways Methodology Meeting.

Stakeholder	Meeting date	Purpose
	09.06.2022	Attended bi-monthly joint LPA briefing.

3. Feedback Mechanisms

This section outlines the ways consultees could provide feedback into the consultation and how analysis of feedback was managed.

3.1 How consultees could respond

3.1.1 Stakeholders and individuals could provide feedback to the Stage One Consultation through the response channels set out in **Table 3.1**.

Table 3.1 Consultation feedback methods

Feedback method	Details
Interactive map (pins on a map)	Drop a pin on a map with feedback, known as ConsultOnline, accessed via: www.hynethydrogenpipeline.co.uk
Digital feedback form	Fill in and submit the response online via the project website
Hardcopy feedback form	Fill in and submit the response via post
Freepost	Post a response to the consultation to the freepost address: FREEPOST HYNET NWHP
E-mail	Email comments or a completed response form to info@hynethydrogenpipeline.co.uk

3.1.2 The Project website, Postcard, Brochure, Exhibition boards and Feedback form all made clear that responses were required by the stated consultation deadline (23:59 on 11 March 2022).

3.2 Questions asked

3.2.1 The feedback form (see **Appendix J**) contained 11 questions, structured around particular elements of the Project, to elicit detailed feedback from consultees on the proposals.

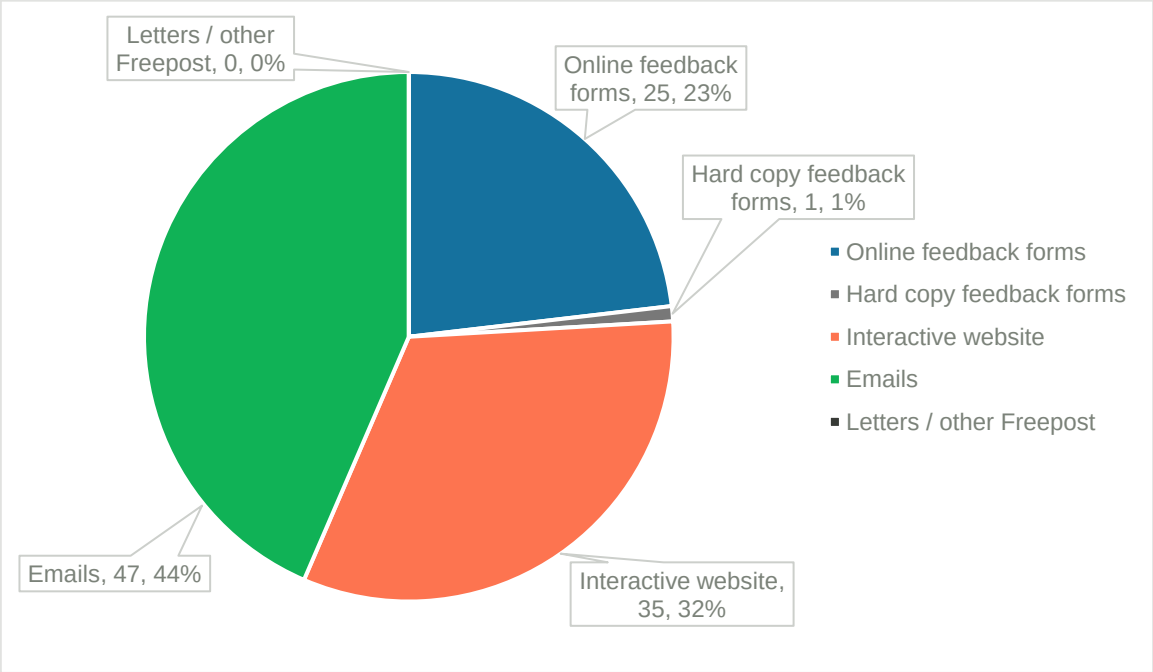
3.2.2 Responses to these questions were considered, alongside free-form white mail and interactive map responses, on a thematic basis and analysed in line with the approach detailed below in **Section 3.4**.

3.3 Number of responses received

3.3.1 A total of 108 pieces of feedback were received to the consultation. All were coded and analysed in line with the approach detailed below and were reported on as valid consultation responses.

- Online feedback forms: 25.
- Hard-copy feedback forms: 1.
- Interactive website / pins on a map: 35.
- Emails: 47.
- Letters and other responses received to the Freepost: 0.

Figure 3.1 Consultation responses received by feedback type



3.4 Data processing and analysis

3.4.1 All responses received (through the online and hardcopy feedback form, interactive website and by email) were logged with a unique five-digit identification number before being uploaded into a coding software platform to allow for analysis.

3.4.2 The purpose of the coding platform is to create a 'coding framework' which provides a list of themes and topics (codes) raised by the consultation feedback, from which the feedback can be organised. The coding framework was regularly updated to reflect any new themes and topics that were identified and reviewed to ensure there was no duplication or fraudulent feedback.

3.4.3 A coding framework was developed to provide a list of topics and themes raised in the consultation feedback. The framework was applied by analysts to all feedback

received, to capture and organise the issues raised in a systematic way to ease interrogation and analysis. The coding framework consisted of the following topics:

Table 3.2 Coding topic themes

Coding topic themes	
Above Ground Installations	Environment
Alternatives	General
Central Hub	Health and Safety
Consultation	Hydrogen technology
Construction	Information request
Corridor East (Partington to the Central Hub)	Operation
Corridor North (St Helens to the Central Hub)	Property and Compensation
Corridor South (Central Hub to Hydrogen Storage Facility)	Socio-economic
Corridor West (Stanlow to the Central Hub)	Traffic and Transport
DCO and Wider Planning issues	

3.4.4 Once the coding framework had been applied to the feedback received, similar themes were grouped together and organised into categories. Summaries of the feedback by topic and theme were provided to the Project team together with the full consultation responses to enable them to consider feedback and take it into account in the development, assessment, and evaluation processes.

3.4.5 All personal data received as part of the consultation was processed in accordance with General Data Protection Regulation (GDPR) 2018.

3.4.6 A record of the collated feedback received in response to the Stage One Consultation is provided in sections 4 and 5 of this CFR. The material is presented by consultee type under the headings set out in **Table 3.2** above and summarises the issues raised by consultees. The summaries provide a clear and objective precis of the views expressed by consultees.

3.5 Quality Assurance

3.5.1 Quality assurance measures were put in place to ensure that responses were accurately captured and analysed. A minimum of 75% of the coding of each analyst was quality checked or verified. This was undertaken by double coding a portion of each coder's outputs to ensure consistency in approach.

3.5.2 Team meetings were held, and updates issued, to discuss the process and compare working notes to ensure that a consistent and accurate approach was taken by each analyst. The Project team also reviewed the summary and raw data reports.

4. Feedback Received from Prescribed Consultees

4.1 Introduction

4.1.1 A total of 12 prescribed consultees provided feedback to the Stage One Consultation, which were grouped into the following topics within the coding framework:

- Above Ground Installations;
- Central Hub;
- Consultation;
- Construction;
- Corridor East (Partington to the Central Hub);
- Corridor North (St Helens to the Central Hub);
- Corridor South (Central Hub to Hydrogen Storage Facility);
- Corridor West (Stanlow to the Central Hub);
- DCO and Wider Planning issues;
- Environment;
- General;
- Hydrogen technology;
- Operation;
- Property and Compensation;
- Socio-economic; and
- Traffic and Transport.

4.1.2 Where comments were not provided by prescribed consultees, for topics within the coding framework, these headings are not shown.

4.1.3 It should be noted that the Planning Inspectorate (PINS) also collected comments on the Project Scoping Report over the same timeframe to prepare its Scoping Opinion. The Scoping Opinion is provided on the PINS website and details of the comments provided and Cadent's response are included in the Preliminary Environmental Information Report (PEIR).

Above Ground Installations

Location

4.1.4 Cheshire West and Chester Council said that the HAGIs should be sited to cause minimal impact to the local environment and to avoid adversely impacting on biodiversity, suggesting that brownfield land be used to avoid the use of green belt land.

4.1.5 Dutton Parish Council raised concern that its residents would be impacted by the construction of HAGIs.

4.1.6 Liverpool City Region Combined Authority expressed support for at least one HAGI in the West Corridor and the North Corridor due to the range of industry and energy generators in these areas. It also provided suggestions for the location of additional HAGIs in Runcorn East close to Daresbury Science Park and towards Sandymoor, and in Widnes in the vicinity of the Mersey Gateway development area.

Visual impact

4.1.7 The Canal and River Trust said that the visual impact of HAGIs on waterways should be minimised.

Central Hub

Design

4.1.8 Little Leigh Parish Council said that the Central Hub should be low-rise and well screened to reduce noise impacts if located in Dutton. It commented that the Project should be scrutinised by the planning system if compressors or other machines are to be installed there later on.

Site location

4.1.9 The Canal and River Trust said that the siting of the Central Hub should take into account the nearby Acton dredging tip, which it identified has an active environmental permit.

4.1.10 Liverpool City Region Combined Authority requested clarification on why the Central Hub was not located towards the axis of Stanlow to Manchester and Liverpool, as they considered that significantly more demand will be to the west of the Hub. It also suggested that the Central Hub be located within the corridor of existing COMAH and industrial demand sites between Runcorn and Warrington.

Consultation

Consultation other

4.1.11 Liverpool City Region Combined Authority said that local highway authorities should be consulted early if the pipeline crosses or follows any key route networks

in the Region. It also requested early engagement, including with Network Rail and train operating companies, if the pipeline crosses any rail alignments.

Construction

Construction approach

4.1.12 The Canal and River Trust advised that all crossings under its waterways must be installed using trenchless methods, with the pipeline and crown of the pipe needing to be at least 3.5 metres below bed level. It also commented that installations that interface with its waterways and assets will need to comply with its third party works Code of Practice.

4.1.13 It also suggested that the Construction Environment Management Plan (CEMP) include the following matters:

- Details of the storage of materials, fuels, chemicals and wastes;
- Measures to prevent dust generation and wind-blown litter and debris;
- Measures to prevent the runoff into canals and culverts of silty and contaminated water, fuels and chemicals;
- Emergency procedures for response to pollution; and
- Details of planned water abstractions and discharges which may impact the canal.

4.1.14 Little Leigh Parish Council said that the parish and adjoining areas are situated within the North Cheshire Green Belt and suggested that trenched land should be fully reinstated after works, including fencing, railings and native hedging restored. It said that this should be done speedily and to a high standard.

4.1.15 Natural England recommended that guidance on soil protection in the Defra Construction Code of Practice for the Sustainable Use of Soils on Construction Sites be used in the design and construction of the Project. It also advised that Cadent use a soil specialist to advise on soil handling.

Construction traffic

4.1.16 The Canal and River Trust said that the height, width, and weight limits of Winnington and Sutton Swing bridges be considered in the routeing of construction traffic.

4.1.17 Cheshire West and Chester Council suggested that the proposed pipeline be routed with consideration of the potential impacts of construction traffic, and that planned and temporary access roads should seek to minimise disruption to local highways.

Construction impacts

4.1.18 The Canal and River Trust said that construction works close to waterway infrastructure could adversely affect structural integrity. It said that the structural

integrity of canals must not be put at risk during construction works as it could in a worst-case scenario result in the failure of the canal.

4.1.19 Cheshire West and Chester Council suggested that route options should seek to minimise carbon emissions generated through distances travelled by construction traffic and delays caused to existing traffic as a result.

4.1.20 Warburton Parish Council suggested that there should be no damage to field drains during construction and that necessary realignments should be in good order and tested for efficiency.

Construction programme

4.1.21 The Canal and River Trust recommended that construction works close to its waterways be carried out during the winter stoppage season to limit impacts on canal users and boating businesses.

4.1.22 Liverpool City Region Combined Authority requested clarification on whether the West and South Corridors would be constructed first as a priority connection, advising that this would support industry in Halton to utilise storage at the earliest opportunity.

4.1.23 Wincham Parish Council also requested clarification on the timescales and programme for construction works, including potential resulting disruption for local communities.

Corridor East (Partington to the Central Hub)

Route location

4.1.24 Warrington Borough Council provided a suggestion it received from a local resident that the route of the pipeline should follow the route of an old raw oil pipeline to Carrington refinery.

Corridor North (St Helens to the Central Hub)

Route location

4.1.25 The Canal and River Trust identified that the former Sankey Canal may be crossed as part of the North Corridor route and advised that the Canal is not fully navigable. It recommended that any crossing of the former Sankey Canal should be underground and that works should not prejudice any future restoration of the canal.

4.1.26 The Coal Authority said that the North Corridor and the St Helens to Warrington spur lies within Development High Risk Areas.

4.1.27 Dutton Parish Council expressed a preference for the North Corridor over the South Corridor, which it considered less acceptable.

4.1.28 Liverpool City Region Combined Authority expressed a preference for routes into Knowsley, Widnes, and Sefton to align with its plans for the wider decarbonisation of industry.

Corridor South (Central Hub to Hydrogen Storage Facility)

Northwich spur

4.1.29 The Canal and River Trust suggested that the route of the Northwich spur avoid the Anderton Boat Lift due to its designation status.

Route location

4.1.30 The Canal and River Trust expressed a preference for route option B and its associated spur as it would only require one crossing of the Weaver Navigation and would be set away from the Anderton Boat Lift. It suggested that the Barnton area has unstable ground to the north of the Trent and Mersey Canal, and that measures should be put in place to mitigate potential impacts of this unstable ground on the canal. It also commented that route option A is their least preferred route option due to the number of waterway crossings and resulting impacts.

4.1.31 Wincham Parish Council requested details and assurances that Cadent would take appropriate measures to ensure safety for works on land previously affected by brine extraction, which it advised had caused subsidence issues on other construction projects in the area.

Corridor West (Stanlow to the Central Hub)

Route location

4.1.32 The Canal and River Trust said that the route through the Western Corridor should avoid the zone of influence of the Dutton Canal Tunnel.

4.1.33 Dutton Parish Council said that land south of the A533 contains many undulations and dips such as Dutton Hollows. It also said that land between the A533 and the Trent and Mersey Canal contains areas of designated ancient woodland owned by the Woodland Trust.

4.1.34 The Parish Council stated that the land below the Trent and Mersey Canal is steep and cannot be considered stable. It said that the impact of disturbance as a result of the Project could adversely impact the Trent and Mersey Canal, which is poorly maintained. It also highlighted that the land adjacent to the River Weaver is prone to flooding in the winter and local residents have been displaced due to acute flooding in the area.

DCO and Wider Planning Issues

Scheme design

4.1.35 Liverpool City Region Combined Authority requested clarification on why a carbon pipeline is not proposed in the same corridor as the Hydrogen pipeline, to benefit from a single route plan. It also said that the current HyNet proposals do not meet the ambitions of the Liverpool City Region and should be increased and accelerated.

4.1.36 Sport England said that if the proposals prejudice the loss, or lead to the loss, of use of land as a playing field (within 5 years), any subsequent application and consultation with Sport England will be a statutory requirement.

Environment

Assessments approach

4.1.37 Natural England said that impacts on ancient woodland and ancient and veteran trees should be considered in line with paragraph 180 of the NPPF.

Green Belt and Green Spaces

4.1.38 Natural England suggested that the creation of links to existing green spaces to enhance and improve access should be considered as part of the proposals. It also requested that the Project identifies opportunities for new green space and management of existing spaces to be more wildlife friendly, such as through sowing wildflower strips.

Habitats

4.1.39 Natural England said that the Project should provide biodiversity net gains in line with paragraphs 147(d), 179 and 180 of the NPPF. It recommended that the Biodiversity Metric 3.0 be used to calculate biodiversity losses and gains for habitats and its Environmental Benefits from Nature tool be used to identify opportunities to enhance nature benefits and minimise adverse impacts.

4.1.40 It also made some suggestions for the inclusion of environmental enhancements as part of the Project. These included:

- the restoration of neglected hedgerows;
- the creation of a new pond as an attractive feature on site;
- the restoration of neglected environmental features;
- the planting of trees characteristic to the local area;
- the use of native plants in landscaping schemes to provide better nectar and seed sources for bees and birds; and,
- the planting of additional street trees.

4.1.41 It also said that consideration should be given to how the Project could contribute to the wider environment and support the implementation of elements of local Landscape, Green Infrastructure or Biodiversity Strategies in place.

Historic environment

4.1.42 Canal and River Trust advised that the depth of the pipeline under canals would need to be agreed with them to ensure works do not undermine the structural integrity of canal infrastructure.

4.1.43 Dutton Parish Council identified the 60ft tall, 175-year-old Dutton Viaduct as a site of historic interest.

4.1.44 Liverpool City Region Combined Authority said that historic assets such as listed buildings, sites of archaeological importance and conservation areas are designed and implemented to protect the historic character of these assets. It also requested further details on how the crossing of the Sankey Canal would be designed and implemented to ensure preservation and enhancement in line with national planning policy.

Landscape and Visual impacts

4.1.45 Natural England advised that a Landscape and Visual Impact Assessment be provided to inform decision making where impacts are likely to be significant, and that assessment of landscape and visual impacts be robust due to the sensitivity of the local area and the number of sensitive receptors.

4.1.46 It suggested that consideration be given to whether any landscape features or characteristics can be incorporated into the Project, in line with local landscape character assessments, to enhance character and distinctiveness. It also commented that there may be opportunities to protect and enhance locally valued landscapes, and that enhancement measures could include installing green roofs on new buildings and designing lighting to encourage wildlife.

Mitigation measures

4.1.47 Natural England said that the mitigation hierarchy outlined in NPPF paragraph 180 should be followed. It recommended the consideration of off-site mitigation measures where on-site measures are not possible and the potential environmental value of brownfields sites. It also suggested that appropriate measures be incorporated for any adverse impacts on National Trails.

4.1.48 Wincham Parish Council queried the steps that would be taken to ensure minimal damage to wildlife and the environment from the construction and operation of the Project.

Public rights of way

4.1.49 Natural England suggested that the Project should consider potential impacts on access land, common land, rights of way and coastal access routes in the vicinity of the development. It said consideration should also be given to the potential impacts on any nearby National Trails.

4.1.50 It suggested that improvements to the existing public rights of way network should be identified, that existing footpaths should be reinstated, and that the creation of new footpaths and bridleways be considered. It also identified potential opportunities for enhancements, including the provision of a new footpath through the development to link existing public rights of way.

4.1.51 It said that relevant aspects of local authority green infrastructure strategies should be delivered where appropriate and that links to other green networks and urban fringe areas should be explored to help promote the creation of wider green infrastructure.

Wildlife

4.1.52 Natural England suggested that the impacts of the Project on any local wildlife and geodiversity sites should be considered in line with paragraphs 175 and 179 of the NPPF and relevant development plan policies. It also suggested that swift and bat boxes should be incorporated in the designs of new buildings.

4.1.53 It confirmed that it does not hold specific information on local sites and recommended that further information should be obtained from appropriate bodies such as local records centre, wildlife trusts, geo-conservation groups and recording societies.

General

General support

4.1.54 Liverpool City Region Combined Authority expressed general support for the principle of the proposed development and highlighted the opportunity that the overall HyNet programme offers as part of the North West's energy transition.

Route location

4.1.55 The Canal and River Trust advised that they do not allow overhead utility crossings over their waterways.

4.1.56 Cheshire West and Chester Council said that the route of the pipeline should minimise disruptive impacts on residents and service delivery in the Borough during the construction, operation, and decommissioning phases. It said that the Project should avoid routes that prejudice the Council's entry level farms and should consider farmers' requirements. It also recommended that the pipeline route consider land use impacts and seek to avoid disrupting carbon sequestration sites.

4.1.57 The Council said that the pipeline should minimise any impact that would create channels, which would increase the severity of impact from a natural disaster event, particularly flooding associated with sea level rise, pluvial and fluvial. It suggested that the pipeline should try to avoid sub surface soils that are more susceptible to ground movement through drying and cracking and fluid movement.

4.1.58 It also advised that the siting of HAGIs should be avoided where surrounding natural hazards, such as storm damage from fallen trees, lighting strike and extreme winds, could damage any Above Ground Infrastructure.

4.1.59 Liverpool City Region Combined Authority requested clarification on whether a hydrogen pipeline will be added to the Project, which would run in the direction of the Wirral.

Hydrogen technology

Storage

4.1.60 Liverpool City Region Combined Authority requested clarification on how the planning approvals for storage were linked to Cadent's proposals and the Stage One Consultation.

Source of hydrogen

4.1.61 Liverpool City Region Combined Authority requested clarification on whether the Project will transport Green and Blue Hydrogen through separate pipelines within the same route.

Operations

Hydrogen blending

4.1.62 Liverpool City Region Combined Authority noted that no connection was identified for blending hydrogen to the Local Distribution Networks in the Runcorn area. It requested clarification on the intent with respect to blending connections for Halton.

4.1.63 The Combined Authority also noted that no connection was identified for blending hydrogen to the Local Distribution Networks in the St Helens, Knowsley, Liverpool or Sefton area, and requested clarification on the intent with respect to blending connections for Liverpool City Region.

Property and Compensation

Compulsory purchase

4.1.64 The Canal and River Trust said that it will resist any compulsory purchase which may adversely impact its land and undertakings. It also suggested that acquisition of land from The Canal and River Trust should only be with consent.

Property impacts

4.1.65 Cheshire West and Chester Council raised concern about the effects on property assets during construction, specifically those which may be intended for sale.

Land access

4.1.66 The Canal and River Trust said that access to its waterways and supporting infrastructure must be maintained during the construction and operational phases. It also suggested that discussions would need to take place between Cadent and the Trust, specifically to discuss land access agreements.

Socio-economic

Community impacts

4.1.67 Sport England said that the Project must ensure that the relationship between outdoor sport as a Land Use and the outdoor sport facilities users is well integrated as the proposals are being developed. It recommended sources to be used to identify playing fields that could be affected by the pipeline, including Sports England's Active Places Power website, and Playing Pitch Strategies for Halton, Cheshire East, Cheshire West and Chester, Warrington, St Helens and Trafford.

Traffic and Transport

Local highways

4.1.68 Dutton Parish Council suggested that the A533 is currently a busy road, which will adversely impact on site access.

Public transport

4.1.69 Liverpool City Region Combined Authority suggested that the consultation should pay particular attention to any likely impacts upon active travel and public transport routes in the vicinity of the proposed pipeline, as a result of the pipeline and its construction.

5. Feedback Received from Local Communities and Businesses

5.1 Introduction

5.1.1 A range of members of the community provided feedback to the consultation. In order to assist the reader, the following section sets out details of the feedback received grouped as follows:

- Businesses and Community Groups;
- Members of the Public; and,
- Other interested Consultees who are not prescribed.

5.1.2 Feedback from potential landowners, or those with an interest in land along the preferred route corridor, have been captured within the above groups as necessary.

5.2 Businesses and Community Groups

5.2.1 A total of 15 businesses and community groups provided comments to the consultation, which fell into the following topics within the coding framework:

- Above Ground Installations;
- Alternatives;
- Central Hub;
- Consultation;
- Construction;
- Corridor North (St Helens to the Central Hub);
- Corridor South (Central Hub to Hydrogen Storage Facility);
- Corridor West (Stanlow to the Central Hub);
- DCO and Wider Planning issues;
- Environment;
- General;
- Health and Safety;
- Hydrogen technology;
- Information request;
- Property and Compensation; and,
- Socio-economic.

5.2.2 Where comments were not provided by prescribed consultees for topics within the coding framework these headings are not shown.

Above Ground Installations

Location

5.2.3 Altrincham and Bowdon Civic Society expressed concern about the siting of HAGIs in Warburton and Partington and requested a more detailed study of the locations and potential impacts. It suggested Carrington Industrial Estate as an appropriate location for HAGIs due to the brownfield status of the site, which it considered could minimise impacts on the Cheshire countryside.

5.2.4 Friends of Carrington Moss raised general concern about the location of HAGIs and said that it should be involved in future siting discussions.

5.2.5 Rostons commented on behalf of its clients that HAGIs should be sited so that they cause as minimal impact on retained land as possible.

Alternatives

Alternative route options

5.2.6 Friends of Carrington Moss requested confirmation on why alternative routes, such as the Manchester Ship Canal, were not considered.

Central Hub

Design

5.2.7 Dutton Hall Court Residents raised concerns about the size of the proposed Central Hub, commenting that it could extend to the size of several football pitches. It also raised concern that the consultation materials did not include information on the typical operational noise levels at the Central Hub.

Site location

5.2.8 Coda Investments Ltd said that the area around Marsh Lane was inappropriate for the siting of the Central Hub due to the area being greenbelt land, there being limited road infrastructure to support industrial access, and the impact on nearby residential properties. It considered the area opposite the Whitley Service Area as a more appropriate location due to its location in a predominantly industrial area, and the nearby road infrastructure being better suited.

5.2.9 Dutton Hall Court Residents expressed concern about the location of the Central Hub close to residential properties at Dutton Hall Court, which it considered to be the area most impacted by the Project. It considered that this location would adversely impact on the local environment, wildlife, heritage, and residents' quality of life. It also said that land south of the A533 was not suitable for the location of the Central Hub due to its sloping nature, but considered land north of the A533 more suitable due to the existence of brownfield land.

5.2.10 P A & S J Platt and Bartington Hall Trust said that their land, which forms part of the Central Hub search area, is liable to flooding from the nearby Trent and Mersey Canal and is sandy and steep. They suggested that the Central Hub should instead be sited to the north of the A533.

Traffic and transport

5.2.11 Dutton Hall Court Residents raised concerns that the Central Hub would result in adverse impacts on local road safety and congestion in an area that already experiences a high incidence of road incidents. It identified the junction of Northwich Road and Tarporley Road as experiencing significant traffic congestion throughout the day. It also raised concern that noise and light pollution from road traffic serving the Central Hub would adversely impact wildlife and recreation in the Weaver Valley.

Visual impact

5.2.12 Dutton Hall Court Residents expressed concerns about the visual impact of the Central Hub on the local landscape and wildlife of the Weaver Valley, including from on-site lighting and high security fencing. It said that the open rural nature of the local area exacerbates these potential impacts. It commented on the elevated nature of the southern section of the search area and said that siting the Central Hub there would result in high visibility which could deter people from moving to the area.

Consultation

Consultation approach

5.2.13 Altrincham and Bowdon Civic Society offered its support for the Project on the basis that meaningful consultation takes place when changes can be made to the Project. Gladman Developments Ltd requested detailed information on the pipeline route prior to the statutory consultation to enable an effective consultation process.

Consultation other

5.2.14 Altrincham and Bowdon Civic Society commented that they would like to be kept up to date on all matters in relation to the Carrington, Partington and Lymm areas, in which their members live and work.

5.2.15 Bloor Homes proposed that it meet with the project team regarding the potential North Corridor pipeline route through its development at the former Linkway Distribution Park.

Construction

Construction approach

5.2.16 Rostons, on behalf of its clients said that much of the pipeline route includes land that becomes wet and heavy during the winter, and that Cadent would need to ensure that access and works are carried out during suitable ground conditions. It

recommended that livestock proof fencing be used during construction, including wooden posts and railings where horses are present, and highlighted that detailed information on land drainage schemes before and after construction will need to be provided.

Construction traffic

5.2.17 Friends of Carrington Moss raised concern about the impact of construction traffic in exacerbating current congestion issues on local roads and requested information on how this would be managed and mitigated.

Construction impacts

5.2.18 Dutton Hall Court Residents expressed concerns that construction works would potentially generate pollution, which would drain through local watercourses into the River Weaver, adversely impacting local wildlife and habitats. It also raised concern that the construction of the Central Hub would cause disruption to the local area.

5.2.19 Friends of Carrington Moss raised concern that the use of trenching during construction of the pipeline could cause the disturbance of peat.

5.2.20 Rostons, on behalf of its clients proposed that the Project be constructed so that damage to agricultural land is minimised and said that the pipeline route should ensure that fields within construction boundaries are not severed or left with small areas that are uneconomical to farm.

Construction noise

5.2.21 Dutton Hall Court Residents raised concerns about potential noise impacts from the construction of the pipeline and the Central Hub, suggesting that these would be significant.

Construction programme

5.2.22 Rostons, on behalf of its clients said that information is required on the expected timetable for construction works.

Public rights of way

5.2.23 Gladman Developments Ltd queried whether road crossings over the pipeline would be allowed, and whether any restrictions would be placed on these crossings.

5.2.24 Ramblers Cymru – Flintshire raised concern that the construction of the pipeline would cause disturbance to walkers, horse riders and cyclists, and advised that all appropriate legal permissions be obtained to divert paths during construction.

Construction workers

5.2.25 Rostons, on behalf of its clients advised that larger construction compounds would be required where the pipeline crosses features such as railways and rivers, and said that details of the land needed for these will be required.

Corridor North (St Helens to the Central Hub)

Route location

5.2.26 Altrincham and Bowdon Civic Society expressed concern that pipelines to the Carrington paper factory and power station would likely cause major traffic issues on local roads, which it suggested were already busy.

5.2.27 Bloor Homes raised concern that the pipeline in the North Corridor would run through the former Linkway Distribution Park and significantly impact its consented residential development at the site. It requested confirmation that the pipeline route would indeed run through the Site and advised that routeing through the Site would considerably delay building homes at the Site.

5.2.28 Promenade Park Residents Association advised that its group of properties is not a caravan park, despite the nomenclature used by Ordnance Survey. It commented that the properties are permanent residences and should be considered as such during scoping exercises.

Corridor South (Central Hub to Hydrogen Storage Facility)

Route location

5.2.29 Dutton Hall Court Residents advised that land around the Weaver Valley is of sloping nature and that construction works there have previously led to breaches of the nearby Trent and Liverpool Canal. It recommended that the Pipeline avoid being constructed into the Valley to avoid potential safety risks to the Project and the local environment.

Corridor West (Stanlow to the Central Hub)

Route location

5.2.30 Exolum Pipeline Systems identified high pressure aviation fuel pipelines in close proximity to the Pipelinewhich are part of its north-westerly pipeline section.

DCO and Wider Planning Issues

Scheme design

5.2.31 Exolum Pipeline Systems requested that the required protective provisions be applied to the Exolum high pressure fuel pipelines in close proximity to the proposed development.

5.2.32 HS2 said that legal agreements and protective provisions will be required within the DCO between HS2 and the proposed development. It suggested that there will be interfaces between HS2 and the proposed development in several locations throughout the Cheshire region.

Environment

Assessments approach

5.2.33 Ramblers Cymru – Flintshire advised that the temporary diversion of public rights of way during the construction period will need detailed assessment later in the development process.

Conservation Areas etc

5.2.34 Dutton Hall Court Residents identified that the area to the south and east of Dutton Hall Court, including the Trent and Liverpool Canal, the River Weaver and surrounding farmland, as being an Area of Outstanding Natural Beauty.

Green Belt and Green Spaces

5.2.35 P A & S J Platt and Bartington Hall Trust identified Dutton Dene as a listed ancient woodland, and said that there are other areas of ancient woodland to the south of the A533.

Habitats

5.2.36 Dutton Hall Court Residents commented that Cheshire is one of the least wooded counties in the UK and highlighted that the Central Hub search area is designated for the protection of biodiversity by the Cheshire Wildlife Trust, who it advised would intervene to ensure that this is maintained.

Historic environment

5.2.37 Dutton Hall Court Residents identified the Dutton Hall site, including Dutton Hall Court, Dutton Hall Farm, and the surrounding farmland as a site of historic interest with local and national importance. It suggested that excavations close by would likely uncover historic and archaeological artefacts that would add to the cost and timeframe of the Project.

Noise

5.2.38 Dutton Hall Court Residents raised concerns about noise generated by the Central Hub during the construction and operational phases, suggesting that it would have a particularly adverse impact on its nearby properties, and that the surrounding countryside exacerbates noise impacts by enabling the noise to travel further.

Public rights of way

5.2.39 Ramblers Cymru – Flintshire suggested that all existing public rights of way should be identified and safeguarded. It also suggested that in addition to legally recorded rights, there may be de facto rights on white roads and green lanes which should also be safeguarded.

Wildlife

5.2.40 Dutton Hall Court Residents suggested that there are numerous rare and protected species in the area, including Buzzards, Kestrels, Tawny Owls and Peregrines. It also suggested that in the vicinity of the proposed Central Hub, colonies of protected amphibians are present.

5.2.41 Friends of Carrington Moss raised concern about the effects of the pipeline on endangered wildlife birds and reserves, specifically those on Carrington and Warburton Mosses.

General

General support

5.2.42 Altrincham and Bowdon Civic Society and Friends of Carrington Moss expressed general support for the principle of the pipeline. The Civic Society said it could support this Project as having an overall positive benefit. Friends of Carrington Moss said that given the climate emergency, it was cautiously supportive of attempts to move away from dependence on fossil fuels.

Route location

5.2.43 Gladman Developments Ltd requested clarity on how watercourses would be crossed, particularly the River Weaver.

5.2.44 HS2 said that it will be important to identify the exact points of interface between the proposed development and HS2, in order to understand the effects of both construction/operation and how they can be avoided or mitigated as appropriate.

Health and Safety

Major incidents

5.2.45 Dutton Hall Court Residents expressed concern about the proximity of the Central Hub to residential properties and the potential loss of life in the event of a major incident.

Operational safety

5.2.46 Friends of Carrington Moss expressed concern about the potential safety of the Project. Gladman Developments Ltd requested further information on stand-off distances from the pipeline.

Safety standards

5.2.47 Gladman Developments Ltd requested further information on the Health and Safety Executives consultation zone distances, specifically for inner middle and outer zones and queried when they will be confirmed.

Hydrogen technology

Blue hydrogen

5.2.48 Friends of Carrington Moss raised concern about the use of Blue Hydrogen, rather than Green Hydrogen.

Source of hydrogen

5.2.49 BXB Tech suggested that Australia has developed a process to produce Hydrogen gas using minimal carbon dioxide and solid carbon residue.

Information request

Above Ground Installations

5.2.50 Tata Chemicals requested further information on the proposed HAGIs, including information on height.

Central Hub

5.2.51 Coda Investments Ltd and Tata Chemicals requested more information on the design of the Central Hub, querying what the Hub will look like. Tata Chemicals also requested further information on whether there will be visible fence lines at the Central Hub and their maximum anticipated height from ground level.

5.2.52 Coda Investments Ltd requested further information on the consideration of residential properties in the siting of the Central Hub and measures to mitigate the impact of the Central Hub on residential properties. It queried whether the search area for the Central Hub includes areas beyond the A533.

Property impacts

5.2.53 Rostons, on behalf of its clients requested that landowners and occupiers be provided with advance warning once the route of the pipeline has been decided.

Pipeline routeing

5.2.54 Coda Investments Ltd requested further information on whether the pipelines will be routed underneath existing properties.

Property and Compensation

Compensation

5.2.55 Bloor Homes suggested that they will seek compensation for deferment costs, should their housebuilding programme be deferred due to the pipeline routeing through the former Linkway Distribution Park site.

Property impacts

5.2.56 Rostons raised concern on behalf of its clients that due to the proposed HS2 Phase 2b Project, landowners in Cheshire are already affected. It also suggested that the corridor should avoid land owned and occupied by those already impacted by HS2 Phase 2b.

Land access

5.2.57 Gladman Developments Ltd suggested that information on the Project's use of easements should be made available to the public as part of the statutory consultation process.

Socio-economic

Business opportunities/impacts

5.2.58 Bloor Homes raised concerns that the North Corridor pipeline route will result in it not being able to sell new homes on its residential development at the former Linkway Distribution Park.

5.2.59 Friends of Carrington Moss raised concerns that the Project will result in a loss of agricultural land which will impact the local rural economy.

5.2.60 Rostons raised concerns on behalf of its clients that the Project would result in a loss of agricultural land which will impact the local rural economy. It also expressed concern that local agricultural businesses which have been built up over several generations will be impacted by disruptions as a result of the Project

5.3 Members of the Public

5.3.1 A total of 73 members of the public provided comments to the consultation, which fell into the following topics within the coding framework:

- Above Ground Installations;
- Alternatives;
- Central Hub;
- Consultation;
- Construction;
- Corridor East (Partington to the Central Hub);
- Corridor North (St Helens to the Central Hub);
- Corridor South (Central Hub to Hydrogen Storage Facility);
- Corridor West (Stanlow to the Central Hub);
- DCO and Wider Planning issues;
- Environment;

- General;
- Health and Safety;
- Hydrogen technology;
- Information request;
- Operation;
- Property and Compensation;
- Socio-economic; and,
- Traffic and Transport.

5.3.2 Where comments were not provided by members of the public for topics within the coding framework these headings are not shown.

Above Ground Installations

Design

5.3.3 A member of the public suggested that HAGIs should be designed to enable them to blend into the surrounding countryside.

Green Belt

5.3.4 Members of the public raised concerns about the siting of HAGIs on green belt land. These concerns included suggestions that siting on green belt land was unjustified and that the adverse visual impact on the landscape could pave the way to further industrialisation of green belt land.

Location

5.3.5 Members of the public raised concerns about the siting of the HAGIs, including that they would be disruptive to local areas and devalue nearby properties.

5.3.6 Some respondents provided comments regarding the interface of the HAGIs with existing or proposed infrastructure, including the SABIC ethylene pipeline and the route of the HS2 rail line, raising concerns about the proximity of the HAGIs to these and suggesting that they be avoided. Others recommended that the HAGIs be located on brownfield land to avoid using agricultural land, and said that more information should be provided on how the search areas were identified. A further respondent queried why two HAGIs were proposed to be sited in St Helens.

Visual impact

5.3.7 Members of the public expressed concerns that measures to mitigate the visual impact of the HAGIs would be ineffective or insufficient due to the size and lighting of the sites. A respondent suggested that landscaping be used to reduce the visibility of the HAGIs, while another questioned what measures were planned to mitigate the visual impact of the HAGIs.

Alternatives

Alternative schemes

5.3.8 A member of the public considered that electrification through heat pumps to be a more energy efficient alternative to the use of blended hydrogen for domestic heating.

Alternative route options

5.3.9 A number of comments were received from members of the public suggesting alternative routes for the pipeline. These included following the HS2 route and going under the River Mersey, which they suggested could minimise disruption and impacts from construction on local areas.

Use of funding

5.3.10 Members of the public commented that Cadent's funding would be better spent on providing insulation for customers' properties and on renewable energy schemes utilising wind, solar and tidal power. Another respondent suggested that the funding would be better spent replacing customers' gas boilers and cooking facilities with less polluting alternatives.

Central Hub

Design

5.3.11 Members of the public frequently requested further information on the size of the proposed Central Hub. This included requests for images of similar installations and details of the security measures and standards to be put in place there. A respondent similarly suggestion that specifics on the Central Hub's noise and light impacts, gas and vapour discharges and expected traffic flows should be provided.

Site location

5.3.12 Members of the public raised concerns about the location of the Central Hub, citing potential impacts on local communities, the ancient Dutton Dean woodland, and the fragility of the nearby Trent and Mersey Canal. Others suggested that the land south of the A533 was unsuitable for the siting of the Central Hub due to its sloping nature and the area being an Area of Outstanding Natural Beauty.

5.3.13 Other respondents objected to the siting of the Central Hub to the south of the A533 near the old Dutton Hall site, which they identified as the site of a medieval manor house. A member of the public suggested that the Central Hub be located underground or out of view of local residents due to concerns about the visual impact of the Hub on the local landscape and views from local residents' properties. A respondent suggested that Cadent make a commitment that the Central Hub would not be expanded beyond its currently proposed size, in order to prevent industrialisation of green belt land.

5.3.14 Queries were also received from members of the public about where the Central Hub would be located, who would be consulted on the siting, how the search area would be narrowed down, and whether the Central Hub would be an already established site like the HAGI at the King Street gas storage facility.

Traffic and transport

5.3.15 A member of the public raised general concern about the impact of the Central Hub on road safety and traffic congestion.

Visual impact

5.3.16 Members of the public raised concerns that the Central Hub would have an adverse visual impact, including from on-site lighting, on the local landscape and views from nearby residential properties. Others more specifically suggested that light pollution created by the Central Hub would affect neighbouring residents and local wildlife, and that land banking should be used to minimise the visual impact of the Central Hub on the surrounding landscape. Some respondents provided comments requesting further information on the sizes and types of structures of the Central Hub, what these would look like, and the measures taken to shield the Central Hub from view.

Consultation

Consultation approach

5.3.17 Members of the public raised concerns that the consultation had not been sufficiently advertised, that not enough time had been given to provide feedback, and that it was a PR exercise with the route already determined on the basis of cost and complexity. Others expressed concerns that communications had been poor, that they had only known of the consultation from other residents via word of mouth, and that Cadent were confused as to which parish councils to notify.

5.3.18 Some respondents requested that the consultation promotion and process be improved in future rounds of consultation, while a respondent suggested that the consultation be re-run to allow sufficient advertisement and opportunities for feedback.

Consultation events

5.3.19 Members of the public commented that information and responses to questions provided by project staff at consultation events were vague, unhelpful, and of insufficient detail. A respondent commented that the Whitley consultation event was during a school half-term which meant some found it difficult to find time to attend. Another, on the other hand, said that they found the in-person consultation event they attended to be helpful and informative.

5.3.20 A respondent proposed that a formal presentation with a full questions-and-answers session be provided to enable all attendees to hear every question and answer. They suggested that the drop-in events prevented attendees from hearing the questions and answers provided to others.

Consultation feedback

5.3.21 A member of the public commented that it was difficult to provide feedback, and that it took the use of two email addresses over two days to receive a verification email.

Consultation materials

5.3.22 Members of the public frequently raised concerns that the maps provided in the consultation materials were too vague and not of sufficient detail to understand the location of the pipeline routes, the Central Hub and HAGIs. Others suggested that more information on the environmental impacts would have been useful, while another commented that the materials did not include sufficient information on the Central Hub, including the likely operational noise levels there. Another respondent commented that the consultation materials were easy to understand.

Consultation other

5.3.23 A member of the public suggested that previous meetings on the wider HyNet North West proposals, including the carbon dioxide pipeline, did not make reference to the consultation.

Consultation promotion

5.3.24 Members of the public commented that the consultation was not sufficiently promoted, including that the flyer was not received by some or dismissed as regular junk mail, and that they were unaware of the consultation until later in the consultation period.

5.3.25 Members of the public raised concerns about the effectiveness of the consultation leaflet, including that they or other neighbouring residents had not received the leaflet, that the leaflet did not include details of the consultation events, and that the delivery of the leaflets did not give sufficient notice ahead of events. A respondent said that because of this they were unable to attend their local consultation event. Another suggested that Cadent employees should have hand delivered the leaflets to ensure that they were delivered to properties.

5.3.26 A respondent suggested that promotional materials should include times, dates, and venues rather than just general information. Another suggested that Whitley is an ageing community and that they may not be able to use the internet to access project information.

Consultation website

5.3.27 Members of the public commented that the consultation website was difficult to navigate, that information provided on the website was of insufficient detail, and that the feedback map did not show residential properties.

Construction

Construction approach

5.3.28 Members of the public queried whether 24-hour lighting would be required on construction sites and whether excavated ground would be fully restored. A respondent raised concern that existing flooding in Whitley would be exacerbated by construction of the Project.

Construction traffic

5.3.29 Members of the public raised concerns that local roads in the Lower Whitley area would be adversely impacted by construction traffic, including that existing congestion and road condition issues would be exacerbated. Some respondents more specifically identified local roads as including railway bridges and having height, width and weight restrictions that made them unsuitable for construction vehicles. The identified roads included Lower Rake Lane in Helsby, and Hatley Lane, Straight Length and Godscroft Lane in Frodsham.

5.3.30 A member of the public queried whether highways diversions and stopping up orders put in place for HS2 would be required for the Project, noting that these caused disruption to local communities.

Construction impacts

5.3.31 Members of the public raised concerns that the construction of the pipeline would adversely impact the local countryside and historic buildings in Lower Whitley, cause disruption to local residents, and result in a loss of residential amenity. Others raised concerns about the cumulative impact of construction works for both the Project and other infrastructure projects such as HS2 and the Tata incinerator.

5.3.32 Other respondents raised concern that constructing the pipeline would put residents, pets and wildlife at risk of harm.

5.3.33 A respondent considered that Cadent have a poor track record of ensuring the safety of cyclists during construction works, including that temporary traffic lights do not provide ample time to pass through, and suggested that this be considered when managing traffic.

Construction programme

5.3.34 Members of the public frequently requested clarification on the timescales and programme for construction works, including when disruption would likely take place, and whether it would conflict with the construction of the HS2 rail line.

Construction workers

5.3.35 Members of the public considered that the behaviour of Cadent staff on other work sites raised concern that construction works for the Project would not be completed, and suggested that Cadent must ensure that their workers do not park in residential areas while working on the Project.

Corridor East (Partington to the Central Hub)

Route location

5.3.36 Members of the public provided suggestions for the route of the pipeline in the East Corridor. These suggestions included that the pipeline follow the proposed HS2 route as much as possible to minimise disruption in Broomedge and Agden, be routed away from Lower Whitley and its nearby wildlife habitats, and that it be routed further to the east. Another suggested that the pipeline route should avoid the Spud Wood conservation and recreational area owned by the Woodland Trust.

5.3.37 Other respondents expressed concerns about the potential route location, including that the section near to Partington is currently being developed for residential homes, and that the route through the Warburton and Carrington mosses would lead to construction disturbance instigating the release of carbon from those mosses.

Corridor North (St Helens to the Central Hub)

River Mersey

5.3.38 A member of the public queried whether the pipeline would cross the River Mersey, and where crossings would be made.

Route location

5.3.39 Members of the public raised concerns over the routeing of the pipeline in the North Corridor. This including that the route corridor could run under the site of the Creamfields music festival in Daresbury, potentially impacting on the safety of the event, and that route corridor A had been chosen to save costs.

5.3.40 Others provided suggestions for the pipeline route, including that it avoids the SABIC ethylene pipeline, residential properties in Daresbury, and areas of environmental value.

Warrington spur

5.3.41 A member of the public raised concern that local playing fields would be lost to the Project.

Corridor South (Central Hub to Hydrogen Storage Facility)

Alternative proposal

5.3.42 A member of the public suggested that the Hydrogen Storage Facility be sited close to the existing Holford gas storage facility and be fed by a spur.

Route location

5.3.43 Members of the public highlighted that land within the South Corridor, particularly around Comberbach, already contains natural gas and chemicals pipelines,

underground electric cables, and land drains, and that the Project could cause crowding and safety issues as a result. Others raised similar concerns about the proximity of the South Corridor pipeline route to an existing aviation fuel pipeline running through Little Leigh to Stanlow, and that the SABIC ethylene pipeline was vulnerable to construction works.

5.3.44 Respondents also requested clarification on how a decision on the preferred options would be made and how the pipeline would interface with the HS2 rail line near the proposed Hydrogen Storage Facility. Another member of the public commented that it was unclear what the advantages and disadvantages of the two route options were.

Corridor West (Stanlow to the Central Hub)

Alternative proposal

5.3.45 A member of the public suggested that the pipeline should cross the River Weaver and be routed along the river bank eastward towards Northwich, as this area would return to its grassland state quickly.

5.3.46 Another respondent requested that the Project makes more use of the existing pipelines and high pressure gas mains with blending to take place closer to Stanlow. Another member of the public requested that the Western Corridor utilises existing pipelines rather than introducing new infrastructure. They also suggested that the HAGI's between Stanlow and the Central Hub are not required.

Route location

5.3.47 Members of the public identified features of note in the area. One member of the public identified four water washed lines near the Plumley underground storage facilities. Another identified four underground pipes located within the Runcorn Golf Course. Another respondent suggested that consideration should be given to the use of the disused railway near Hartford Golf Club. A further respondent raised concern that the Runcorn Golf Course will be closed due to the proposed development.

5.3.48 Members of the public requested clarification on the purpose of the two pipelines running southwards from the West Corridor along Lower Rake Lane and Straight Length in Frodsham (off Godscroft Lane/ Hatley Lane).

5.3.49 A respondent requested further information about the proposals in the area of Bartington Flood Plains and the River Weaver. Another member of the public raised concern that the area close to Whitley is frequently wet and liable to flooding. They commented that the construction access to land near Whitley is not suitable for heavy machinery as the roads are small, and the canal bridge has a weight limit.

5.3.50 A member of the public suggested that the proposed pipeline route should follow existing infrastructure such as the M56 and avoid key roads and commuter corridors. They recommended that the route of the proposed pipeline should avoid areas of environmental value and said that further information was required in order to provide comments on the West Corridor.

5.3.51 A respondent said that no additional pipelines should be located within their property due to drainage issues, land value reduction and blight which cannot be compensated. Another member of the public requested clarification on the siting of storage facilities.

DCO and Wider Planning Issues

DCO programme

5.3.52 A member of the public suggested that proposals should not be considered until all safety concerns are understood and planned for.

Local planning policies

5.3.53 A member of the public suggested that the Project proposals contradict local authority plans to improve the local area.

Environment

Assessments approach

5.3.54 A member of the public queried whether any wildlife studies had been carried out during the development of the proposals.

Agricultural land

5.3.55 A member of the public identified that much of the area covered by the Central Hub search area is agricultural land and expressed concern that this would be lost due to the development of the Central Hub.

Air Quality

5.3.56 Members of the public raised concerns that the burning of hydrogen produces higher levels of nitrogen dioxide than methane and that the replacement of natural gas with hydrogen only decreases emissions slightly due to it having a much lower calorific value, thereby requiring more hydrogen to be burned to achieve the same level of heating. A further respondent expressed concern about the cumulative impact of the Project, HS2 and the planned Tata incinerator on local air quality in Northwich.

Conservation Areas etc

5.3.57 A member of the public identified Great Budworth as being situated within a Conservation Area.

Green Belt and Green Spaces

5.3.58 Members of the public identified the local area as being of rural nature and raised concerns that the route of the pipelines would result in adverse impacts or loss of green belt land in Cheshire.

Habitats

5.3.59 Members of the public raised concerns about the impact of the Central Hub on ancient hedgerows and of the Project generally on species, including those protected by the Wildlife and Countryside Act 1981, and habitats such as Crow Holt Wood between the M56 and the proposed Central Hub. Others queried whether any trees would be removed for the pipeline route and HAGIs and how major ecological habitats near the River Weaver and Trent and Mersey Canal would be protected during and after construction. A member of the public highlighted that numerous trees in Great Budworth are subject to Tree Protection Orders.

Historic environment

5.3.60 Members of the public raised concerns about the impact of the Project on the historic environment, including assets such as historic and listed residential properties and churches and conservation areas, in areas such as Lower Whitley and between the M56 and the Central Hub. Another respondent suggested that Dutton Locks is often used by walkers and, due to its origin from the early industrial area, is of historic importance.

Landscape and Visual impacts

5.3.61 A member of the public considered there to be few areas with views like Dutton Hall Court and expressed concern about the industrialisation of the area as a result of the Project.

Mitigation measures

5.3.62 Members of the public queried whether measures would be put in place to mitigate impacts or increase biodiversity as part of the Project's social responsibilities, including the enhancement of biodiversity following the construction of the pipeline. A member of the public suggested that measures should be put in place to restore the environment following the construction of the Project, including the creation of additional habitats to offset adverse impacts.

Noise

5.3.63 Members of the public raised concerns about the potential for noise pollution from the Project and the proposed Central Hub, suggesting that it would adversely affect local wildlife and residents, and that it in combination with HS2 and the Tata incinerator would lead to unacceptable noise levels in Northwich.

Wildlife

5.3.64 A member of the public raised concern about the potential unavoidable impact to wildlife as a result of the Project. Another member of the public raised similar concern, specifically about the impact of the Central Hub on local biodiversity and nature conservation. They were especially concerned by the protection of native species.

5.3.65 Another respondent requested more information about both the short and long term impact on biodiversity around the Merseyside.

General

Government policies/targets

5.3.66 A member of the public suggested that the use of hydrogen will be important to meeting climate change goals.

Need Case

5.3.67 A member of the public raised concern that the proposed development will prolong the use of fossil fuels.

General objection

5.3.68 Some members of the public expressed general objection to the Project, often made without providing further information. Other objections to Project that did provide justifications for their objections included:

- that no route is acceptable as the pipe should not go ahead;
- that there is no need or desire for additional pipelines;
- concerns that the Project would become a danger to life if damaged;
- the development of the Project over a large area of the Cheshire countryside;
- that there is enough industrialisation in the area, and further industrialisation brought about by the Project is not needed or desired; and,
- concerns about the behaviour of Cadent staff on other work sites.

5.3.69 A member of the public objected to the Project due to the potential impact it may have on the local environment and considered that the Project would generate large amounts of pollution. A further respondent objected specifically to the route corridor between the M56 and the Central Hub due to the potential effects on wildlife and habitats, historic environment, tourism, and agriculture.

General support

5.3.70 Some members of the public expressed general support for the principle of the proposed location. One respondent was in support of measures to create a better climate, whilst another welcomed the use of hydrogen to make natural gas less carbon intensive.

5.3.71 A member of the public was pleased to see an innovative and low carbon energy solution being developed in the North West region.

Route location

1.1.1 Members of the public suggested that the Project should make use of existing pipelines and high-pressure gas mains, querying if they can be upgraded for use.

Some respondents requested the Project considers additional connections to residential areas which are currently not on existing gas mains, such as Little Leigh, Whitley, and Dutton.

5.3.72 A member of the public raised concern about the proximity of the Project to existing pipelines and requested clarification on the proposed pipeline route. Another respondent raised concern about the proposed development and residential developments currently under construction.

Health and Safety

Fire risk

5.3.73 A member of the public expressed concern about the impact of hydrogen on increased fire risk and safety impacts. They were particularly concerned by the flammability of hydrogen. Another considered the fire risk of the Project to be particularly high as hydrogen burns with an invisible flame.

5.3.74 Members of the public queried whether the Project plans to train local fire brigades to fight potential fires arising from the Project.

Leak risk

5.3.75 Members of the public raised concern about the effects of hydrogen on steel causing risk of leaks from pipes or seals. Another respondent was concerned that the safety risk of hydrogen leakage is higher as it is difficult to odourise. They considered the safety risk to be higher than that of methane.

5.3.76 A member of the public requested clarification on measures taken by the Project to ensure that there will be no leaks within the pipe. They also requested clarification on the plans in place to mitigate fire risk and pollution in the event of a pipeline risk. Another respondent similarly suggested that a cordon sanitaire may be required in the event of a leak.

Major incidents

5.3.77 Members of the public were concerned by the effects on local areas due to a potential hydrogen leak and subsequent explosion. One respondent was specifically concerned about the risk of hydrogen explosions near to built up areas.

5.3.78 A respondent was concerned that the Project would be a target for terrorist activities, and requested clarification on the plans in place in the event the pipeline is targeted in a terrorist attack.

Monitoring

5.3.79 A member of the public requested clarification on whether systems will be installed in residential properties to monitor for hydrogen gas leaks.

Operational safety

5.3.80 Members of the public requested more information about the approaches being applied to prevent major accidents and incidents during operation. One considered there to be significant risks of hydrogen explosions near to built up areas, whilst another was concerned by the risk of transportation.

Risk to existing infrastructure

5.3.81 Multiple members of the public were concerned about impacts to existing pipelines. One was particularly concerned by pipelines in Comberbach and said they were likely to be subject to additional scrutiny under COMAH. Another was concerned as a pipeline runs through their field, and considered there to be a risk of explosion.

Residential properties

5.3.82 A member of the public requested clarification on measures to offset or reduce pollution increases in residential properties when blended gas is burned.

Safety standards

5.3.83 A member of the public suggested that assurances should be made to ensure that the design, construction and supply of the pipeline system will be of the highest safety standards before works commence.

5.3.84 Another respondent requested that the Project should provide additional safety measures, suggesting that the Project approaches an ICP to develop a certification or verification scheme.

Hydrogen technology

Blue hydrogen

5.3.85 A member of the public said they were concerned that Blue Hydrogen is more polluting than natural gas. Another respondent expressed concern that the development and supply of Blue Hydrogen will still create substantial carbon dioxide emissions.

Residential use

5.3.86 A member of the public was interested to understand the practical impact of switching to the use of hydrogen and requested clarification on whether existing gas boilers in residential properties will work or whether new equipment will be required. Another respondent requested clarification on the plans to replace residential pipework and equipment to enable the supply of blended Hydrogen.

Storage

5.3.87 A member of the public requested more information on the approach to hydrogen storage, specifically requesting information on the technological approach to

create new storage. Another respondent requested clarification on why Cadent need to move and store pure Hydrogen, rather than blend with natural gas.

Source of hydrogen

5.3.88 A member of the public requested clarification on how Hydrogen will be created. Another queried whether the Hydrogen will be sourced from methane or by hydrolysis (Green Hydrogen). Another said they were concerned that Hydrogen used by the Project will be high emission grey hydrogen derived from natural gas rather than Green Hydrogen produced by hydrolysis.

5.3.89 A further respondent raised concern about the use of fossil fuels in the production of hydrogen supplied for the Project and requested clarification on whether the Project proposes to use fracked gas as a source of Hydrogen.

Water usage

5.3.90 A member of the public requested clarification on where the water used to generate Green Hydrogen would be sourced from. They also requested clarification on how waste products from the desalination process would be handled, specifically if sea water is used.

Information request

Central Hub

5.3.91 A member of the public requested information on the size of the Central Hub area, querying whether the buildings and installations would be larger than a normal Above Ground Installation. They also queried whether the Hub would have additional buildings, the size these would likely be and whether there would be 24-hour lighting at the Central Hub.

5.3.1 The same respondent requested information on the expected volume and frequency of traffic at the Central Hub and queried whether there would be traffic movements serving the Central Hub at night. They also requested information on how many road entrances would be required to serve the Central Hub.

Construction matters

5.3.2 A member of the public requested information on the construction timescale for the Central Hub. Another requested information on when information relating to construction methods and corridors will be made available to the public.

Pipeline design

5.3.3 A member of the public requested information on the diameter of the proposed pipeline.

Property impacts

5.3.4 Members of the public requested information on the potential impacts on land and property as a result of the proposed pipeline route. One member of the public

specifically requested information on whether the proposals will impact property and land in Bartington.

5.3.5 A respondent requested information on the measures proposed to prevent light pollution from the Central Hub impacting neighbouring residential properties.

Pipeline routeing

5.3.6 Members of the public requested information on when the pipeline routes will be established and made public. A respondent specifically requested information on how the route is affected by the proposed HS2 route.

Operations

Hydrogen blending

5.3.7 A member of the public raised concern about the use of hydrogen when blended with natural gas and requested clarification on what would happen should no hydrogen be available for blending. They also requested clarification on what happens when blending restarts, and whether the customer is required to take any actions.

5.3.8 A respondent requested clarification from Cadent on how they will assure that the gas network is suitable for accepting blended Hydrogen. Another queried whether the existing gas pipe network is suitable to use for blended hydrogen and were concerned that blending hydrogen into the existing gas pipe network will cause embrittlement.

5.3.9 A member of the public suggested that blended hydrogen could meet the heating requirements of chemical and glass industries. Another respondent expressed concern that the supply of blended hydrogen into the gas network will require the transport of the gas blend to be at a higher pressure to maintain the same calorific value. A further member of the public raised concern that the use of blended hydrogen will extend the use of highly polluting gas.

Property connections

5.3.10 Members of the public suggested that residential properties should be connected to the proposed pipeline for residential energy use, as many do not currently have a gas supply. Another expressed similar views and suggested that the Project should include connections to local residential centres.

Property and Compensation

Compulsory purchase

5.3.11 A member of the public requested clarification on whether residential properties would be compulsory purchased as part of the Project.

Property impacts

5.3.12 Members of the public raised concern about the impact the Project may have on residential properties. Another objected to the installation of the proposed pipeline in privately owned laned. A further respondent raised concerns that they had not been contacted, as they consider their property within the East Corridor will be impacted by the Project.

Land access

5.3.13 A member of the public requested written confirmation that survey access is no longer required on their residential property.

Socio-economic

Benefits

5.3.14 A member of the public suggested that assurances should be given that the Project will provide improved green energy benefits.

Business opportunities/impacts

5.3.15 A respondent raised concerns that local businesses in Whitley rely on tourists and were concerned that the Project will have a detrimental impact on visitor numbers.

Community impacts

5.3.16 A member of the public expressed concerns that there are no benefits to the local area of Whitley as a result of the Project. Another suggested that disruption expected at Whitley should be offset with tangible benefits.

Energy market

5.3.17 A member of the public requested clarification on the impact on electricity prices and supply as a result of the Project using renewable energy. They also suggested that assurances should be given that the Project will result in significant cost savings for consumers.

5.3.18 Another member of the public requested clarification on whether the construction of the Project would impact gas supply prices.

Traffic and Transport

Local highways

5.3.19 A member of the public raised concern that the A56 is a busy road, which frequently becomes congested when the M56 is closed. They also said that the A56/ Godscroft Lane junction is a particularly busy part of the A56.

5.3.20 A respondent suggested that a new cycle lane is being constructed along the A56 between Helsby and Frodham, which is likely to be used by pupils attending the local high school.

5.3.21 A member of the public requested clarification on how the Project will interface with the Warrington Western Link project. Another raised concern about the increasing industrialisation and cumulative impact of the proposed development and Tata incinerator on local traffic on the wider Northwich area.

5.3.22 A respondent raised concern that the Project will impact routes required in the event of an emergency.

5.4 Other Consultees

5.4.1 A total of eight other consultees provided comments to the consultation, which fell into the following topics within the coding framework:

- Above Ground Installations;
- Central Hub;
- Consultation;
- Construction;
- Corridor East (Partington to the Central Hub);
- Corridor South (Central Hub to Hydrogen Storage Facility);
- Corridor West (Stanlow to the Central Hub);
- Environment;
- General; and,
- Health and Safety.

5.4.2 Where comments were not provided by prescribed consultees for topics within the coding framework these headings are not shown.

Above Ground Installations

Location

5.4.3 Cheshire Wildlife Trust objected to the siting of the Rocksavage and Runcorn HAGIs as it considered that the important ecological features in the search areas would be difficult to avoid. It also suggested that the siting of the HAGIs at Higher Walton, St Helens, Clock Face and Burtonwood, Partington and the Central Hub avoid the important ecological features located in their respective search areas.

5.4.4 The National Trust identified that two of the HAGI search areas were in close proximity to their land interests and considered that the size of the likely sites and the high security fencing would adversely impact tenants and recreational users of its land. It suggested that the siting of the HAGIs be informed by a detailed assessment of potential heritage impacts, including the Dunham Woodhouse Conservation close to the Warburton HAGI.

Central Hub

Site location

5.4.5 Marbury Ward Councillors raised concern about the location of the Central Hub on Dutton farmland, which they highlighted as containing many trees, being in close proximity to residential properties, and accessed down narrow lanes. They commented that this siting would cause disturbances and ongoing access issues in the local area. They suggested that other open fields in the area, such as those close to the A533 and A49 crossroads, were more suitable for the Central Hub with better access.

Visual impact

5.4.6 Marbury Ward Councillors requested reassurance that the fencing for the Central Hub be screened with shallow rooted hedging and other screening plants to minimise adverse visual impacts.

Consultation

Consultation other

1.1.2 Cheshire Wildlife Trust suggested that the Project team contact environmental and community organisations such as the RSPB, CPRE and the Cheshire and Wirral Ornithological Society.

1.1.3 The Woodland Trust also proposed that it meet with the project team before the next stage of consultation to discuss the proposals in more detail.

Construction

Construction approach

5.4.7 Cheshire Wildlife Trust advised that carbon-rich storing habitats be avoided during construction of the pipeline to avoid disturbing the habitats and causing the emission of greenhouse gases.

5.4.8 Marbury Ward Councillors queried whether consideration had been given to lay fibre broadband cables in the same trenches as the pipeline in areas of poor broadband connection.

Construction traffic

5.4.9 The National Trust advised that their Dunham Massey estate is a major tourist destination as well as a place of work for tenants, staff, and volunteers, and suggested that disruption to travel routes to the estate during construction works should be minimised.

Construction impacts

5.4.10 Marbury Ward Councillors raised concern that the construction of the Project would cause significant disruption to local residents and the surrounding area. It said that it was unclear what measures would be put in place to mitigate potential localised flooding as a result of construction activities.

5.4.11 The Woodland Trust expressed concern that the proposed pipeline could potentially impact local ancient woodland, including loss of woodland to facilitate construction, noise and dust pollution on woodlands, and indirect impacts from working in close proximity.

Construction noise

5.4.12 British Horse Society recommended that sudden movement or machinery noises be avoided when horses are in range, and that operators must be able to shut off machinery or stop movement while horses pass and only resume once they are at least twenty metres past.

Public rights of way

5.4.13 British Horse Society advised that access to public rights of way must be kept unrestricted during the construction period, and that routes must be kept free of obstruction, debris, and trip hazards for the full width. It suggested that the surfaces of equestrian routes be maintained at least four metres wide to ensure their suitability for passing horses and riders, including their protection from poaching and damage from construction traffic and the cutting of vegetation where necessary to ensure use. It also commented that overhead hazards such as branches, cables and derricks should provide at least 3.7 metres clearance in case a horse becomes frightened and jumps.

5.4.14 It advised that temporary fencing alongside equestrian routes must be secured taut to ensure it does not flap in the wind and suggested that Heras fencing not be used unless it can be secured and remain taut.

Corridor East (Partington to the Central Hub)

Route location

5.4.15 The National Trust expressed concerns about the proximity of the East Corridor to its registered parkland and house at Dunham Massey, including that the Project could have potential impacts on the setting of numerous designated heritage assets on the estate. It raised concerns about the cumulative impact of the Project and other nearby developments, such as HS2, on Dunham Massey, it's heritage assets and setting.

5.4.16 It also advised that the landform along the East Corridor is low-lying with sparse cover, containing a National Character Area and several local landscape types, and raised concerns about the siting of HAGIs and associated infrastructure in this relatively flat landscape.

Corridor South (Central Hub to Hydrogen Storage Facility)

Northwich spur

5.4.17 Cheshire Wildlife Trust expressed support for spur three on the basis that detailed routeing would avoid all identified important ecological features and that it contains the least number of features of the proposed spur options. It objected to spurs two and four due to the location of wildlife sites, ancient woodland and Sites of Special Scientific Interest unless it can be demonstrated that these features would not be directly impacted.

5.4.18 It advised that spur one contains important ecological features such as Beach Hill Wood ancient woodland and Barnton Cut Wood local wildlife site, as well as a significant area of open mosaic habitat. It suggested that spurs one and three could be routed to avoid impacting on nearby important ecological features.

Route location

5.4.19 A councillor from Cheshire West and Chester Council advised that there are a number of salt mines in the area of the South Corridor and that HS2 is planned to run to the east of Bostock. They also wished to understand more about the proposed pipeline, including how it would be constructed, through Moulton and Bostock Green.

5.4.20 Cheshire Wildlife Trust expressed its support for route Option B, though identified that it contains and is adjacent to a significant number of important ecological features. It suggested however that it could be routed between Mill Wood and the Mill Bottoms and Peover Eye local wildlife sites to avoid directly impacting these features.

5.4.21 The Trust identified that Option A contains fewer identified ecological features and no designated sites of international or national important, though raised concern that the route crosses several watercourses which could be significantly affected. It suggested that detailed routeing could avoid local wildlife sites, areas of ancient woodland, peatlands and priority habitats within its route corridor. It further advised that there are a significant number of important ecological features located in both route options and the associated spurs, suggesting that there are significant risks with both route corridors.

5.4.22 Marbury Ward Councillors advised that land between the Trent and Mersey Canal and the A533 contains ancient woodland and that land below the Canal through Dutton is unstable, steep, and sandy. They also commented that the Trent and Mersey lacks a regular maintenance programme and is known to continually leak, therefore recommending that the pipeline be routed to the north of the Canal due to its fragility.

5.4.23 They commented areas close to the River Weaver are prone to flooding and recommended that the pipeline be routed north of the River to avoid potential impacts. They also queried what mitigation measures are being considered if the pipeline is to be routed to the south of the river.

Corridor West (Stanlow to the Central Hub)

Route location

5.4.24 Marbury Ward Councillors suggested that the land south of the A533 contains many undulations and dips such as Dutton Hollows, which may cause access issues.

Environment

Assessments approach

5.4.25 Cheshire Wildlife Trust recommended that the Habitats Regulation Assessment (HRA) consider the effects of other large infrastructure projects and local plan allocations near the Mersey Estuary, as well as other components and future stages of the wider HyNet project. It advised that the HRA assess whether any land in the application site is deemed functionally linked to an internationally designated site for nature conservation.

5.4.26 The Trust welcomed the inclusion of a climate section in the EIA though disagreed with the scoping out of greenhouse gas emissions associated with land use change due to it not being applicable. It highlighted that carbon storing habitats, such as peatlands woodlands and saltmarsh, are in the scoping area and that any disturbance could cause them to emit a significant amount of greenhouse gases, potentially over a long period. As a result, it advised that greenhouse gases associated with land use change therefore be scoped into the EIA on this basis.

5.4.27 The Trust welcomed the ecological and geographical scope proposed in the EIA Scoping Report, though disagreed with the scoping out of all breeding bird species not listed in Schedule 1 of the Wildlife and Countryside Act. It identified that many species of these non-Schedule 1 breeding birds known to breed in Cheshire are of local and international importance and advised that they be scoped into the breeding bird surveys to ensure the consideration of all breeding birds of conservation concern.

5.4.28 It disagreed with the proposal to scope out reptiles from assessment in the EIA, noting that they are rare in Cheshire and that any sites known to support them or reptile assemblages should therefore be considered locally important. As a result, it recommended that reptiles be scoped into the EIA at any sites or locations known to support reptile assemblages or reptile-supporting habitats.

5.4.29 It welcomed the identification and avoidance of statutory designated features in the EIA Scoping Report and recommended the use of the UK Habitat Classification Survey over the Phase 1 Habitat Survey methodology for habitat surveys to avoid the need for the time-consuming conversion of data to the Defra BNG Metric 3.0.

5.4.30 The Woodland Trust identified that there are numerous notable trees, that are likely to develop veteran features, recorded on the Ancient Tree Inventory within the corridor boundary. It requested that they be identified, retained, and given suitable route protection areas in line with Natural England and Forestry Commission advice to ensure their longevity and protection. It also advised that

surveys detailing woodland lora and fauna be undertaken alongside an assessment of historic mapping to ensure impacts to irreplaceable habitats are considered and mitigated against.

Habitats

5.4.31 Cheshire Wildlife Trust advised that the Project should provide a measurable biodiversity net gain in line with the requirements set out in the NPPF paragraphs 174d, 179b and 180d and the Environment Act 2021, and that it be delivered as part of project specific environmental commitments.

5.4.32 It recommended that Natural England's Biodiversity Metric 3.0 be used to measure biodiversity gains and losses and that the location of deep peat deposits be identified using the Natural England spatial dataset within their NE257 report. It requested that ancient woodland, deep peat deposits and saltmarsh be excluded from the scoping boundary in the interests of nature conservation and climate change.

5.4.33 It identified that there are several local authority ecological networks and wildlife corridors located in the route corridors and search areas, and that while it may not be feasible to avoid them altogether, they are unlikely to be impacted if important ecological features are avoided during detailed routeing.

5.4.34 The Woodland Trust raised concerns that the Project would result in adverse impacts or the loss of ancient woodlands, veteran trees and Woodland Trust sites in or near the route corridors, including the permanent fragmentation of ancient woodlands due to the removal of adjacent semi-natural habitats like hedgerows and trees. It also recommended that any non-ancient woodlands affected by the Project be reviewed to ensure any areas of unmapped ancient woodland are accounted for.

Historic environment

5.4.35 The National Trust suggested that any assessment of the historic environment should include consideration of construction impacts, including from the pipeline route itself, and indirect impacts that may alter the appreciation of the significance of heritage assets at Dunham Massey.

Mitigation measures

5.4.36 British Horse Society suggested that the impact of noise on horses can be reduced using acoustic barriers, such as vegetation and buildings, and that unavoidable noises near horses should be mitigated through the range of sound and use of acoustic barriers where possible.

5.4.37 Cheshire Wildlife Trust recommended that development close to ecological features incorporates substantial measures to mitigate impacts on biodiversity while enhancing overall condition and achieving biodiversity net gain.

5.4.38 It suggested that the design of environmental elements of the Project consider ecological and green infrastructure networks outlined in the following local plan policies:

- Policy ENV1 Ecological Network in the Cheshire East Allocations and Development Policies 2020;
- Policy DM44 Ecological Network in the Cheshire West and Chester Land Allocations and Detailed Policies 2019;
- The Greater Manchester pilot Local Nature Recovery Strategy;
- Policy JP-G2 Green Infrastructure Network in the Greater Manchester proposed Places for Everyone 2021 plan;
- Policy DC4 Ecological Network in the Warrington Proposed Local Plan 2021-2038; and,
- Policies HE1 Natural Environment and Conservation and HE4 Green Infrastructure in the Halton Proposed Deliver and Allocations Local Plan 2019.

5.4.39 It advised that any further Local Nature Recovery Strategies or the National Nature Recovery Network published during the development of the Project be prioritised over the above policies. It also commented that targeting buffer zones and restoration areas within ecological networks for the delivery of mitigation and enhancement measures provides benefits for local biodiversity.

5.4.40 The Woodland Trust advised that the Project should ensure suitable buffer zones are provided to all areas of ancient woodland and Woodland Trust-owned sites to prevent adverse impacts and avoid root damage. It highlighted standing advice from Natural England and the Forestry Commission that states that a buffer zone of at least 15 metres from the boundary of the woodland is needed to avoid root damage. It also suggested that mitigation measures be considered to alleviate the impacts of detrimental edge effects on the characteristics of ancient woodland.

Noise

5.4.41 British Horse Society advised that noise-generating activities should be avoided close to equestrian routes and bridleways where possible and that works should assume that noise is likely to distress horses that are not used to such noises.

Wildlife

5.4.42 Cheshire Wildlife Trust requested that all local wildlife trusts are excluded from the scoping boundary, in the interest of nature conservation

General

General support

5.4.43 Marbury Ward Councillors were supportive of the pipeline in principle and the need for accessing new types of fuel.

Route location

5.4.44 Cheshire Wildlife Trust suggested that the pipeline route should avoid Cheshire Wildlife Trust reserves, irreplaceable habitats and peatlands, priority and notable

habitats, ecological networks and wildlife corridors, and statutory and non-statutory designated sites for nature conservation. The Trust advised that there are three Cheshire Wildlife Trust reserves, 10 peatland sites, 36 ancient woodland sites, 65 potential Local Wildlife Sites 86 non-statutory designated sites, and 1,368 parcels of priority and notable habitats within the route corridors which should be avoided.

Health and Safety

Construction safety

5.4.45 British Horse Society suggested that all construction workers and visitors should be made aware of equestrian routes and areas affected by the construction site, and requested that the Health and Safety specification and briefing should include a section covering the use of routes and areas used by equestrians. It suggested that warning notices be displayed in advance of the site, outlining the hazards for equestrians, site workers and visitors.

5.4.46 The Society suggested that staff should be on site to warn approaching equestrians of machinery noise or movements if activities are unable to be halted while horses pass. It suggested that a banksman should be fully briefed about the possibility of horses in the area and necessary actions taken to ensure safety of horse and rider or others in the vicinity. It also suggested that site staff warning equestrians of noise activities should be stationed in the open rather than behind equipment or objects, in order to avoid spooking horses.

5.4.47 The Society suggested that construction movements and noises should cease in the event of a horse being distressed to avoid escalating the situation. It suggested that activities should only resume once the equestrian indicates it is safe to do so, or is out of sight, or over 100 metres away. It also suggested that the Project should avoid using loose polyethene packaging and materials which may blow in the wind.

Operational safety

5.4.48 British Horse Society suggested that all operational workers and visitors should be made aware of equestrian routes and areas affected by the site.

6. Late Responses Received

This section outlines the feedback received to the consultation following the deadline for receipt of responses.

6.1 Prescribed Consultees

6.1.1 One prescribed consultee provided comments to the consultation, which were grouped into the following topics within the coding framework:

- Consultation;
- Construction; and,
- Corridor South (Central Hub to Hydrogen Storage Facility).

6.1.2 Where comments were not provided by prescribed consultees for topics within the coding framework these headings are not shown.

Consultation

Consultation approach

6.1.3 Lower Peover Parish Council highlighted the need to consult with existing businesses on the proposals.

Construction

Construction impacts

6.1.4 Lower Peover Parish Council expressed concerns about the potential for disruption during the construction phase of the project.

Corridor South (Central Hub to Hydrogen Storage Facility)

Route location

6.1.5 Lower Peover Parish Council raised concern about the proximity of the South Corridor route to the proposed route for the HS2 rail line and an existing oil storage facility.

7. Response to Feedback Received

This section outlines Cadent Gas' response to issues raised in the consultation.

Issue Raised by Topic	Stakeholder Group				Response from Cadent
	Prescribed Consultees	Businesses & Community Groups	Members of the Public	Other Consultees	
Above Ground Installations					
Suggestion that further information should be provided on how the Above Ground Installations search areas have been identified			✓		Information on how the HAGI search areas have been identified is provided within the Route Corridor Report which was published as part of the non-statutory consultation exercise. Further details on how HAGI's have been sited and designed will be provided with an updated Route Corridor Report in the statutory consultation exercise.

Issue Raised by Topic	Stakeholder Group				Response from Cadent
	Prescribed Consultees	Businesses & Community Groups	Members of the Public	Other Consultees	
Concern about the location, size and effects on local areas of AGI's			✓		The HAGIs will be sited and designed to minimise impacts on local communities as far as possible. Further details on the impacts which may be experienced by local communities and how these could be mitigated will be provided in the PEIR which will be subject to statutory consultation.
Concern about the impact of constructing Above Ground Installations on residents in Dutton	✓				See response above.
Concern about the siting of above ground installations in the North corridor and a request for a more detailed study of the potential local impacts near Warburton and Partington				✓	See response above.

Issue Raised by Topic	Stakeholder Group				Response from Cadent
	Prescribed Consultees	Businesses & Community Groups	Members of the Public	Other Consultees	
Concern about the locations of the above ground installations and request for greater involvement in the siting of above ground installations				✓	Direct discussions have already taken place with the Friends of Carrington Moss and their involvement will be able to continue through both direct discussions and statutory consultation representations.
Suggestion for the minimisation of the visual impact of the Above Ground Installations on the Weaver Navigation and local waterways	✓				Further details on the visual impacts of the HAGIs and how these could be mitigated will be provided in the PEIR which will be subject to statutory consultation. A section has been added to the Project website to provide a better understanding of the look and use of the HAGIs.
Suggestion for the minimisation of the visual impact of the Above Ground Installations on the Weaver Navigation and local waterways	✓				See response above.

Issue Raised by Topic	Stakeholder Group				Response from Cadent
	Prescribed Consultees	Businesses & Community Groups	Members of the Public	Other Consultees	
Suggestion that the Above Ground Installations be designed to blend in with the surrounding countryside			✓		See response above.
Request for clarification on measures to mitigate the visual impact of above ground installations			✓		See response above.
Concern that mitigation will not be able to hide the visual impact of the Above Ground Installation			✓		See response above.
Suggestion that Above Ground Installations be hidden by landscaping to mitigate visual and noise impacts			✓		Further details on the visual and noise impacts of the HAGIs and how these could be mitigated will be provided in the PEIR which will be subject to statutory consultation.
Suggestion that the location of Above Ground Installations should be sited in a way which causes as little impact to land as possible		✓	✓		The HAGIs will be sited and designed to minimise impacts on local communities and land as far as possible taking into account

Issue Raised by Topic	Stakeholder Group				Response from Cadent
	Prescribed Consultees	Businesses & Community Groups	Members of the Public	Other Consultees	
					the connecting pipelines. Further details on the impacts which may be experienced and how these could be mitigated will be provided in the PEIR which will be subject to statutory consultation.
Concern about the siting of above ground installations on green belt land				✓	The HAGIs will be sited and designed to minimise impacts on the green belt as far as possible taking account of the connecting pipelines. Further details on the impacts which may be experienced and how these could be mitigated will be provided in the PEIR which will be subject to statutory consultation.
Concern that two HAGI search areas are in close proximity to National Trust land and property interests				✓	The HAGIs will be sited and designed to minimise impacts on sensitive features of National Trust land as far as possible. Further details on the impacts

Issue Raised by Topic	Stakeholder Group				Response from Cadent
	Prescribed Consultees	Businesses & Community Groups	Members of the Public	Other Consultees	
					which may result and how these could be mitigated will be provided in the PEIR which will be subject to statutory consultation.
HAGI sites should be sited to cause minimal impact to the environment	✓				The HAGIs will be sited and designed to minimise impacts on the environment as far as possible taking account of the connecting pipelines. Further details on the impacts which may result and how these could be mitigated will be provided in the PEIR which will be subject to statutory consultation.
HAGI sites should not negatively impact on Biodiversity particularly by engrossing into the greenbelt where brownfield development is available	✓				When siting the HAGIs consideration is being given to the use of brownfield land in relation to the connecting pipeline routes wherever possible. Further details of proposed locations for the HAGIs, how they have been

Issue Raised by Topic	Stakeholder Group				Response from Cadent
	Prescribed Consultees	Businesses & Community Groups	Members of the Public	Other Consultees	
					identified and how any impacts which may result can be mitigated will be provided in the PEIR which will be subject to statutory consultation.
Suggestion that the siting of the Clock Face and Burtonwood HAGIs avoid the three important ecological features in the search area				✓	The Project to date has removed the need for the Burtonwood HAGI. The Clock Face HAGI will be sited and designed to minimise impacts on the environment as far as possible. Further details on the impacts which may result and how these could be mitigated will be provided in the PEIR which will be subject to statutory consultation.
Suggestion that the siting of the Central Hub HAGI avoids the four important ecological features located in the search area				✓	The HAGIs will be sited and designed to minimise impacts on the environment as far as possible. Further details on the impacts which may result and

Issue Raised by Topic	Stakeholder Group				Response from Cadent
	Prescribed Consultees	Businesses & Community Groups	Members of the Public	Other Consultees	
					how these could be mitigated will be provided in the PEIR which will be subject to statutory consultation.
Objection to the siting of the Rocksavage HAGI due to the location of at least seven important ecological features in the search area which will be hard to avoid				✓	See response above.
Suggestion that the siting of the Higher Walton HAGI avoids the 11 important ecological features in the search area				✓	See response above.
Suggestion that the siting of the Partington HAGI avoids the three important ecological features in the search area				✓	See response above.
Objection to the siting of the Runcorn HAGI due to the location of at least eight important				✓	See response above.

Issue Raised by Topic	Stakeholder Group				Response from Cadent
	Prescribed Consultees	Businesses & Community Groups	Members of the Public	Other Consultees	
ecological features in the search area which will be hard to avoid					
Suggestion that the siting of the St Helens HAGIs avoid the three important ecological features located in the search area				✓	See response above.
The siting of any above ground elements should be informed by a detailed assessment of heritage impacts including the Dunham Woodhouse Conservation Area which lies within 500m of the Warburton HAGI search area				✓	The HAGIs will be sited and designed to minimise impacts on heritage assets as far as possible. Further details on the impacts which may result and how these could be mitigated will be provided in the PEIR which will be subject to statutory consultation.
Request for the siting of above ground installation on the Carrington Industrial Area as a brownfield site and to minimise effects of pipeline groundwork in the countryside		✓			The siting of HAGIs is considering the use of brownfield land wherever possible taking account of the connecting pipelines. Further details of proposed locations for the HAGIs,

Issue Raised by Topic	Stakeholder Group				Response from Cadent
	Prescribed Consultees	Businesses & Community Groups	Members of the Public	Other Consultees	
					how they have been identified and how any impacts which may result can be mitigated will be provided in the PEIR which will be subject to statutory consultation.
Suggestion that one or more HAGI should be located in the Mersey Gateway development area from Widnes to Ditton	✓				The proposed pipeline route and HAGI locations are being proposed to link to customers which have confirmed they wish to take hydrogen from the 'Phase 2' stage of the HyNet project. Phase 3 will be a future phase which allows expansion of the hydrogen network to other areas. Any required HAGIs or pipeline extensions for additional connections will be considered as appropriate at the later phase.
Request for one or more HAGI in Runcorn East, close to the	✓				The proposed HAGI locations are being proposed to link to

Issue Raised by Topic	Stakeholder Group				Response from Cadent
	Prescribed Consultees	Businesses & Community Groups	Members of the Public	Other Consultees	
Daresbury Science Park and towards Sandymoor					customers which have confirmed they wish to take hydrogen from the 'Phase 2' stage of the HyNet project. Phase 3 will be a future phase which allows expansion of the hydrogen network to other areas. Any required HAGIs or pipeline extensions will be considered as appropriate at the later phase.
Concern about the siting of the proposed Above Ground Installation in Northwich close to the HS2 route			✓		The Project design will identify all transport and utility infrastructure which the HyNet hydrogen pipeline could interact with. The design of any separation distances where the proposed pipeline runs parallel with, or crosses, any other infrastructure will follow all applicable UK regulations, standards and codes of practices.

Issue Raised by Topic	Stakeholder Group				Response from Cadent
	Prescribed Consultees	Businesses & Community Groups	Members of the Public	Other Consultees	
Concern that the AGI will devalue properties in Whitley			✓		The effect on the value on properties is not a matter which can be considered by the DCO application process, however the HAGIs will be sited and designed to minimise impacts on local communities as far as possible. Further details on the impacts which may be experienced by local communities and how these could be mitigated will be provided in the PEIR which will be subject to statutory consultation.
Request for more information about why there are two proposed AGIs in St Helens			✓		HAGIs have been proposed in locations where they can service the identified customers for the Phase 2 stage of the HyNet project. The customers in St Helens are located so that two HAGIs are required.

Issue Raised by Topic	Stakeholder Group				Response from Cadent
	Prescribed Consultees	Businesses & Community Groups	Members of the Public	Other Consultees	
Support for at least one HAGI between St Helens and the Central Central Hub	✓				Noted. The current proposals are two HAGIS within this area.
Support for at least one HAGI between Stanlow Hydrogen Production Plant and the Central Hub	✓				Noted. The current proposals are for at least one HAGI within this area.
Suggestion that the siting of Above Ground Installations avoid the existing SABIC ethylene pipeline due to safety risks			✓		The Project design will identify all transport and utility infrastructure which the HyNet hydrogen pipeline could interact with. The design of any separation distances where the proposed pipeline runs parallel with, or crosses, any other infrastructure will follow all applicable UK regulations, standards and codes of practices.
Alternatives					

Issue Raised by Topic	Stakeholder Group				Response from Cadent
	Prescribed Consultees	Businesses & Community Groups	Members of the Public	Other Consultees	
Suggestion that project funding would be better spent replacing customers' gas boilers and cooking facilities with less polluting alternatives			✓		The Project is primarily focused on decarbonising multiple industrial customers and power generators across the North West, which will help reach UK climate goals. The potential future use of blending points will also allow hydrogen to be blended with natural gas and supplied into the wider pipeline network. This could play a role in reducing carbon emissions from home heating and cooking without the need for new equipment. Any programme of gas boiler or cooking facility replacement will be the responsibility of government policy. The Applicant is involved in a number of projects, including HyDeploy and the Hydrogen Village, that are aiming to further demonstrate

Issue Raised by Topic	Stakeholder Group				Response from Cadent
	Prescribed Consultees	Businesses & Community Groups	Members of the Public	Other Consultees	
					how hydrogen could be used in homes. Further details of these projects are provided on the following websites: hiips://hydeploy.co .uk/ and hiips://hydrogenvillage.com/
Suggestion that project funding would be better spent on insulating customers' properties			✓		Cadent (the Applicant) is the UK's largest gas distribution network, managing a network of pipelines that transport gas to 11 million customers. While the Applicant supports wider policies that help the UK achieve its net zero goals, responsibility for any insultation policy sits with the government and relevant businesses.
Suggestion that project funding would be better spent on renewable energy schemes			✓		Cadent (the Applicant) is the UK's largest gas distribution network, managing a network of pipelines

Issue Raised by Topic	Stakeholder Group				Response from Cadent
	Prescribed Consultees	Businesses & Community Groups	Members of the Public	Other Consultees	
					that transport gas to 11 million customers. While the Applicant supports wider policies that help the UK achieve its net zero goals, responsibility for any wider renewable energy policy sits with the government and relevant businesses.
Suggestion that investments should be used to make progress with renewables such as tidal and wind turbines			✓		See response above
Suggestion that electrification through heat pumps are a better alternative to blended hydrogen for domestic heating			✓		A reduction in carbon emissions associated with residential properties will be achieved through a range of measures rather than a focus on one specific solution. The use of hydrogen is being assessed as part of the UK Government

Issue Raised by Topic	Stakeholder Group				Response from Cadent
	Prescribed Consultees	Businesses & Community Groups	Members of the Public	Other Consultees	
					strategy to realise this reduction, alongside heat pumps and other technologies.
Consideration should be given following the HS2 route to minimise disruption			✓		Following the route of HS2 would provide a similar option to the alternatives considered on the eastern side of the project within Strategic Options B, C and D of the Routeing Study Report published during the non-statutory consultation. Whilst this option may remove disruption from certain other areas, it would not significantly reduce the pipeline route as links will still have to be made to the west, south and north. There is no guarantee that works would be able to be coordinated for the same time period and if they were, working alongside HS2 would provide its own integration challenges and added disruption

Issue Raised by Topic	Stakeholder Group				Response from Cadent
	Prescribed Consultees	Businesses & Community Groups	Members of the Public	Other Consultees	
					in these areas. The Project is though engaging with HS2 and looking at opportunities to reduce impact where possible.
Request for confirmation regarding why alternative routes were not considered such as the Manchester Ship Canal		✓			The alternative options that were considered during the Strategic Optioneering phase of the Route Corridor Report are all considered to provide feasible alternatives to the proposed pipeline route. A route that followed the Manchester Ship Canal would require the construction of major hydrogen pipeline within or on the banks of a canal which would present a unacceptable risk to construction safety, shipping safety and it would prove difficult to maintain appropriate proximity distances to canal-side buildings. as such this option is not considered to be a feasible alternative.

Issue Raised by Topic	Stakeholder Group				Response from Cadent
	Prescribed Consultees	Businesses & Community Groups	Members of the Public	Other Consultees	
Suggestion that the alternative option involving going under the Mersey would cause less damage			✓		The alternative option to route the pipeline under the Mersey Estuary was discounted on the basis that the Estuary is covered by a range of environmental designations and a complex drilling operation would be required. Further details are provided in the Route Corridor Report published in the consultation exercise.
Central Hub					
Concern about the size of the proposed Central Hub		✓			The ongoing design work for all elements of the Project takes into account the engineering requirements for construction and operations, the environmental and amenity issues which are being identified and the feedback from consultation responses. The design process is working on

Issue Raised by Topic	Stakeholder Group				Response from Cadent
	Prescribed Consultees	Businesses & Community Groups	Members of the Public	Other Consultees	
					finding the most appropriate balance between all relevant matters so that a scheme can be developed that provides the smallest possible sized HAGI and minimises impacts on local communities and the environment.
Suggestion that the Central Hub cannot be sited south of Northwich Road due to the area being an Area of Outstanding Natural Beauty			✓		There are no landscape designations in this area which allocate the land as an 'Area of Outstanding Natural Beauty' or for other types of formal landscape value. The landscape and visual assessment of the area will be considered in the PEIR in order to minimise any potential impacts.

Issue Raised by Topic	Stakeholder Group				Response from Cadent
	Prescribed Consultees	Businesses & Community Groups	Members of the Public	Other Consultees	
Objection to the siting of the Central Hub to the south of Northwich Road			✓		The objection is noted.
Suggestion that the Central Hub be sited underground or out of view of local residents			✓		It is not possible to site all equipment underground owing to operation and maintenance requirements. The design of the facility will consider the minimum potential impact in terms of size: overall footprint and heights and will be landscaped accordingly to blend into the local environment as far as possible.
Request for more information about the types and sizes of structures that will be required for the Central Hub			✓		The facility's design will consider the minimum potential impact in terms of size: overall footprint and heights and will be landscaped accordingly to blend into the local environment as far as possible. Key HAGI sites like Central Hub are in the 0.5 - 1.5 ha size range with bulk equipment generally no

Issue Raised by Topic	Stakeholder Group				Response from Cadent
	Prescribed Consultees	Businesses & Community Groups	Members of the Public	Other Consultees	
					greater than 3m in height. Indicative images of the proposed HAGI sites have been provided and some general information on HAGI's added to our website.
Request for more information in relation to the Central Hub and the required security measures and standards			✓		All HAGI sites will be unmanned facilities with CCTV and intrusion protection. There will be secure perimeter fencing, a small operations and welfare building and site lighting. Lighting will only be used for out of hours working which is not generally expected but may be required in the case of infrequent maintenance overruns and in the case of emergency.
Concern about the impact of the Central Hub on the ancient Dutton Dean woodland			✓		The Central Hub will be sited and designed to minimise impacts on the environment, including the ancient woodland at Dutton Dean as far as possible. Further details

Issue Raised by Topic	Stakeholder Group				Response from Cadent
	Prescribed Consultees	Businesses & Community Groups	Members of the Public	Other Consultees	
					on any impacts which may be experienced and how these could be mitigated will be provided in the PEIR which will be subject to statutory consultation.
Concern about the proximity of the proposed Central Hub to the historic site of Dutton Hall			✓		The Central Hub will be sited and designed to minimise impacts on heritage assets as far as possible taking into account the adjoining pipelines. Further details on the resultant impacts and how these could be mitigated will be provided in the PEIR which will be subject to statutory consultation.
Concern about the siting of the Central Hub close to residential properties in Dutton Hall Court		✓			The Central Hub will be sited and designed to minimise impacts on local communities as far as possible taking into account the connecting pipelines. Further details on the impacts which may be experienced and how these

Issue Raised by Topic	Stakeholder Group				Response from Cadent
	Prescribed Consultees	Businesses & Community Groups	Members of the Public	Other Consultees	
					could be mitigated will be provided in the PEIR which will be subject to statutory consultation.
Suggestion that land to the south of the A533 is not suitable for the siting of the Central Hub due to its sloping nature		✓	✓		Existing topography will be taken into account when the preferred site for the HAGI is chosen.
Concern about the fragility of the nearby Trent and Mersey Canal			✓		Canals will be crossed using trenchless methods by tunnelling beneath them to minimise disturbance and will be designed in consultation with the Canals and Rivers Trust.
Concern about the impact of light pollution from the proposed Central Hub on local wildlife and neighbouring residents			✓		The Central Hub will be sited and designed to minimise impacts on local communities and the environment as far as possible. Further details on the impacts

Issue Raised by Topic	Stakeholder Group				Response from Cadent
	Prescribed Consultees	Businesses & Community Groups	Members of the Public	Other Consultees	
					which may be experienced and how these could be mitigated will be provided in the PEIR which will be subject to statutory consultation. Lighting will only be used for out of hours working which is generally not expected but may be required in the case of infrequent maintenance overruns and in the case of emergency.
Suggestion that the impact of light pollution from the Central Hub are exacerbated by the open rural nature of the local area		✓			See response above.
Request for information on measures to prevent light pollution from the Central Hub impacting neighbouring residential properties			✓		See response above.

Issue Raised by Topic	Stakeholder Group				Response from Cadent
	Prescribed Consultees	Businesses & Community Groups	Members of the Public	Other Consultees	
Concern about the impact of the proposed Central Hub on local road safety and congestion		✓	✓		The capacity of the local road network will be considered within the siting and design of the Central Hub and will continue to be considered as the design of the Project evolves. Further details on the impacts which may be experienced and how these could be mitigated will be provided in the PEIR which will be subject to statutory consultation.
Request for clarification on the size of the proposed Central Hub			✓		Further details on the scale of the Central Hub will be provided during the statutory consultation.
Request for clarification on whether the proposed Central Hub would be an already established site such as the HAGI at the King Street gas storage facility			✓		Due to the proposed location of the Central Hub, which has been identified from the strategic route work identified in the non-statutory consultation documents, the option of using an existing facility is not possible. The

Issue Raised by Topic	Stakeholder Group				Response from Cadent
	Prescribed Consultees	Businesses & Community Groups	Members of the Public	Other Consultees	
					Central Hub will therefore be a new development.
Concern about the impact of the proposed Central Hub on residential properties in Dutton Hall Court		✓			See response above.
Concern that the siting of the Central Hub close to Dutton Hall Court would adversely impact on the local environment, wildlife, heritage and residents		✓			See response above.
Concern that the visual impact of the Central Hub would deter people from living in the nearby area		✓			See response above.
Concern that siting the Central Hub to the south of the search area would adversely impact on the local landscape due to its elevation above the Weaver Valley		✓			See response above.

Issue Raised by Topic	Stakeholder Group				Response from Cadent
	Prescribed Consultees	Businesses & Community Groups	Members of the Public	Other Consultees	
Concern about the visual impact of the Central Hub on the Weaver Valley		✓			See response above.
Concern about the visual impact of high security fencing around the proposed Central Hub		✓			See response above.
Concern about the impact of site access to the Central Hub on the local area		✓			See response above.
Concern about the impact of the Central Hub in causing disruption to the local area		✓			See response above.
Concern that siting the Central Hub close to residential properties would adversely impact on the quality of life of local residents		✓			See response above.
Concern about the visual impact of site lighting Central Hub on local residents		✓			See response above.

Issue Raised by Topic	Stakeholder Group				Response from Cadent
	Prescribed Consultees	Businesses & Community Groups	Members of the Public	Other Consultees	
Concern about the impact of the Central Hub on quality of life for local residents		✓			See response above.
Suggestion that land to the north of the A533 is suitable for the siting of the Central Hub due to the existence of brownfield land there		✓			The suggestion to site the Central Hub north of the A553 is noted.
Suggestion that there are existing congestion issues at the junction of Northwich Road with Tarporley Road		✓			The ability of the local road network to accommodate operational and construction traffic will be considered when siting the Central Hub and will continue to consider the design of the Project as it evolves. Further details on the impacts which may be experienced and how these could be mitigated will be provided in the PEIR which will be subject to statutory consultation.

Issue Raised by Topic	Stakeholder Group				Response from Cadent
	Prescribed Consultees	Businesses & Community Groups	Members of the Public	Other Consultees	
The Central Hub should not be located near to Marsh Lane due to limited road infrastructure, proximity to residential properties and being within an area of greenbelt		✓			The Central Hub will be sited and designed to minimise impacts on local communities and the environment as far as possible taking into account the connecting pipelines. Further details on the impacts which may be experienced and how these could be mitigated will be provided in the PEIR which will be subject to statutory consultation.
Concern that the siting of the Central Hub on Dutton farmland would cause disturbance to the local area				✓	See response above.
The Central Hub should be located opposite the Whitley Service Area as it provides suitable road infrastructure, has limited residential properties and is in a predominantly industrial area		✓			The area suggested has a number of constraints for routing multiple pipeline corridors to the west, south, east and north. A full assessment of constraints and their potential to influence the

Issue Raised by Topic	Stakeholder Group				Response from Cadent
	Prescribed Consultees	Businesses & Community Groups	Members of the Public	Other Consultees	
					siting of the Central Hub is being undertaken and the PEIR will report upon the environmental effects resulting from the location that is chosen.
Request for clarification on the proposed location of the Central Hub			✓		The Central Hub will be proposed within the Central Hub search area identified in the non-statutory consultation documents. Work continues to identify a precise location within the search area and more information will be presented in the statutory consultation documents.
Request for clarification on who will be consulted in the decision making process for the Central Hub			✓		A proposed location and design of the Central Hub will be subject to consultation with the public, the local authority and other interested stakeholders during the statutory consultation exercise. Feedback from that consultation process, as well as

Issue Raised by Topic	Stakeholder Group				Response from Cadent
	Prescribed Consultees	Businesses & Community Groups	Members of the Public	Other Consultees	
					ongoing engineering and environmental work, will confirm the final proposed design for the DCO submission in 2023. The submitted proposals/application will also be subject to consultation when it is being examined by the Planning Inspectorate, with feedback received being used in the final decision on whether to approve it. Ultimately, the decision will be made by the Secretary of State for Business, Energy and Industrial Strategy.
Request for clarification on how the search area for the Central Hub will be narrowed down			✓		The ongoing design work for all elements of the Project takes into account the engineering requirements for construction and operations, the environmental and amenity issues which are being identified and the feedback from consultation responses. The

Issue Raised by Topic	Stakeholder Group				Response from Cadent
	Prescribed Consultees	Businesses & Community Groups	Members of the Public	Other Consultees	
					design process is working on finding the most appropriate balance between all relevant matters so that a viable scheme can be developed that minimises impacts on local communities and the environment.
The Central Hub should be sited north of the A533		✓			The suggestion to site the Central Hub north of the A553 is noted. Land is available north of the A553 within the identified area of search for the Central Hub.
Concern that the Central Hub will be sited adjacent to or on land which is liable to flooding		✓			The Central Hub will be sited and designed to take into account both its impact on areas of flood risk and the risk of flooding to the Central Hub itself. Further details on the impacts which may be experienced and how these could be mitigated will be provided in the PEIR which will be subject to statutory consultation.

Issue Raised by Topic	Stakeholder Group				Response from Cadent
	Prescribed Consultees	Businesses & Community Groups	Members of the Public	Other Consultees	
The Central Hub should be low-rise, well screened and silent in operation	✓				Further details on the visual appearance and operational impacts of the Central Hub will be provided in the statutory consultation documents. The Central Hub will be sited and designed to minimise impacts on local communities and the environment as far as possible. Further details on the impacts which may be experienced and how these could be mitigated will be provided in the PEIR which will be subject to statutory consultation.
Suggestion that the siting of the Central Hub consider the nearby Acton dredging tip	✓				From aerial photography records it appears that the Acton dredging tip is located on land within a bend in the River Weaver to the west of Bartington. This area is outside of Central Hub search area and outside the pipeline corridor of interest. Generally,

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					contaminated land has been identified as a development constraint, and avoided wherever possible.
Concern that the siting of the Central Hub on Dutton farmland would cause ongoing access issues in the local area				✓	Discussions are ongoing with landowners potentially affected to understand any possible issues, such as ongoing access, and to accommodate these as far as possible within the proposed design.
Suggestion that the Central Hub be sited on other open fields such as those closer to the A533 and A49 crossroads to enable better site access				✓	The area suggested has a number of constraints for routing multiple pipeline corridors to the west, south, east and north. A full assessment of constraints and their potential to influence the siting of the Central Hub is being undertaken and the PEIR will report upon the environmental effects resulting from the location that is chosen.

Issue Raised by Topic	Stakeholder Group				Response from Cadent
	Prescribed Consultees	Businesses & Community Groups	Members of the Public	Other Consultees	
Suggestion that the Central Hub could be located in the corridor around Runcorn to Warrington where existing COMAH sites and industrial demand sites are already present	✓				The Central Hub needs to connect not just the potential industrial customers of the Runcorn/Warrington areas (and St Helens further north), but also the Hydrogen Production facility at Stanlow, the Hydrogen Storage Facility south of Northwich and other connection points in Northwich and on the eastern corridor. The proposed pipeline configuration and the location of Central Hub search area is considered to provide the best location taking all of these into account.
Request for clarification on the why the Central Hub is not located towards the axis of Stanlow to Manchester and Liverpool	✓				The Central Hub needs to connect not just the Hydrogen Production facility at Stanlow and the potential industrial customers of the Runcorn/Warrington and Manchester areas, but also the

Issue Raised by Topic	Stakeholder Group				Response from Cadent
	Prescribed Consultees	Businesses & Community Groups	Members of the Public	Other Consultees	
					Hydrogen Storage Facility south of Northwich and other connection points in Northwich and St Helens. The proposed pipeline configuration and the location of Central Hub search area is considered to provide the best location taking all of these into account.
Concern about the proposed location of the Central Hub due to effects on community			✓		The Central Hub will be sited and designed to minimise impacts on local communities as far as possible taking into account the adjoining pipelines. Further details on the impacts which may be experienced and how these could be mitigated will be provided in the PEIR which will be subject to statutory consultation.

Issue Raised by Topic	Stakeholder Group				Response from Cadent
	Prescribed Consultees	Businesses & Community Groups	Members of the Public	Other Consultees	
Request for pictures of other Hubs to be provided			✓		Further details of the proposed HAGIs will be provided in the statutory consultation documents. The Project has also added an update to the Project website.
Suggestion that land bankings should be used to mitigate the visual impacts of the Central Hub			✓		The Central Hub will be sited and designed to minimise impacts on local communities as far as possible, including from visual impact. Further details on the impacts which may be experienced by local communities and how these could be mitigated (including by potential screening) will be provided in the PEIR which will be subject to statutory consultation.
Request for further information on the methods proposed to shield the Central Hub from view			✓		See response above.

Issue Raised by Topic	Stakeholder Group				Response from Cadent
	Prescribed Consultees	Businesses & Community Groups	Members of the Public	Other Consultees	
Concern about the visual impact of the Central Hub		✓	✓		See response above.
Suggestion that fencing for the Central Hub be screened with shallow rooted hedging and other plants to mitigate adverse visual impacts				✓	See response above.
Request for the parameters of the Central Hub to be kept to a minimum			✓		The ongoing design work for all elements of the Project takes into account the engineering requirements for construction and operations, the environmental and amenity issues which are being identified and the feedback from consultation responses. The design process is working on finding the most appropriate balance between all relevant matters so that the scheme can be developed that provides the smallest possible sized scheme and minimises impacts on local

Issue Raised by Topic	Stakeholder Group				Response from Cadent
	Prescribed Consultees	Businesses & Community Groups	Members of the Public	Other Consultees	
					communities and the environment.
Suggestion that a commitment should be made to ensure that there will be no expansion of the Central Hub site			✓		The Central Hub site has been designed to accommodate the Phase 3 development within the proposed Phase 2 footprint and as such it is unlikely that the Phase 3 development will require expanding of the facility.
Concern about the impact of traffic serving the Central Hub on the Weaver Valley and local wildlife.		✓			The impact of traffic on both local communities and the environment will be considered within the siting and design of the Central Hub and will continue to be a consideration as the design of the Project evolves. Further details on the impacts which may be experienced and how these could be mitigated will be provided in the PEIR which will be subject to statutory consultation.

Issue Raised by Topic	Stakeholder Group				Response from Cadent
	Prescribed Consultees	Businesses & Community Groups	Members of the Public	Other Consultees	
Concern about the size of the proposed Central Hub		✓			The ongoing design work for all elements of the Project takes into account the engineering requirements for construction and operations, the environmental and amenity issues which are being identified and the feedback from consultation responses. The design process is working on finding the most appropriate balance between all relevant matters so that a scheme can be developed that provides the smallest possible sized HAGI and minimises impacts on local communities and the environment.
Consultation					
Concern that at previous HyNet meetings no information was provided about the North West Hydrogen Pipelines consultation			✓		The Applicant's proposals for the Project are being developed as part of the wider HyNet North West programme/HyNet low

Issue Raised by Topic	Stakeholder Group				Response from Cadent
	Prescribed Consultees	Businesses & Community Groups	Members of the Public	Other Consultees	
					carbon cluster. The HyNet North West programme comprises many different projects. While these projects will operate in partnership with one another, they are being developed separately. The Applicant is aware that consultation on HyNet's CO2 pipeline ran at a similar time. However, the two projects are distinct. The Applicant is therefore unable to comment on the approach taken to consultations for other projects. However, this comment will be taken into consideration for future stages of consultation, noting that it could be useful to provide more information about the wider HyNet North West scheme.

Issue Raised by Topic	Stakeholder Group				Response from Cadent
	Prescribed Consultees	Businesses & Community Groups	Members of the Public	Other Consultees	
Concern that Cadent did not know which Parish Councils to write to			✓		In preparation for the consultation, the Applicant developed a stakeholder database which identified prescribed consultees, relevant local authorities and other local stakeholders of interest. This included 44 parish councils, who were notified about the consultation. All parish councils that fell within the defined consultation zone **(Appendix C)** were also included. To this end, the Applicant took a proportionate and best practice approach to engagement with these stakeholders.
Concern that Consultation communications and meetings from HyNet have not been effective			✓		The Applicant took a proportionate and best practice approach to publicising consultation events. It identified and wrote to prescribed consultees, relevant local

Issue Raised by Topic	Stakeholder Group				Response from Cadent
	Prescribed Consultees	Businesses & Community Groups	Members of the Public	Other Consultees	
					authorities and local stakeholders of interest. This included 44 parish councils, who were notified about the consultation. It also direct mailed 15,402 residential and commercial addresses within the consultation zone **(Appendix C),** had a dedicated project website **(Appendix H)** and publicised the consultation via print, digital and search advertising **(Appendix F).** Consultation and events were also publicised via social media. It sent posters **(Appendix E)** with event details to high footfall information points, such as libraries, across the project area, once the event programme had been finalised. All of this either directly referenced consultation events or

Issue Raised by Topic	Stakeholder Group				Response from Cadent
	Prescribed Consultees	Businesses & Community Groups	Members of the Public	Other Consultees	
					directed people to the dedicated project website where they could access more information about events. Regarding meetings, those in attendance endeavoured to answer questions in meetings in as much detail as possible at this early stage in the development process. More detail on the proposals will be shared at the statutory stage of consultation this autumn.
Concern that ineffective communications prevented people attending consultation events			✓		See response above.
Concern that insufficient notice was provided ahead of the Consultation Events taking place			✓		See response above.

Issue Raised by Topic	Stakeholder Group				Response from Cadent
	Prescribed Consultees	Businesses & Community Groups	Members of the Public	Other Consultees	
Concern that neighbouring properties have received leaflets and others have not			✓		At the start of the consultation, Royal Mail delivered a consultation postcard to 15,402 residential and commercial addresses within the consultation zone **(Appendix C).** This broadly meant all addresses within the route corridor (including associated spurs) and above ground infrastructure search areas. This meant that those who received the postcard lived within the route corridor. Not all houses on the same street received direct communications because the whole street may not have fallen with the corridor.
Concern that project information on the consultation website does not provide a sufficient level of detail			✓		A range of consultation materials offering varying degrees of detail to cater for all audiences were provided.

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	Prescribed Consultees	Businesses & Community Groups	Members of the Public	Other Consultees	
					This included a high-level summary in the form of a brochure **(Appendix I)** , alongside more detailed technical reports, such as the Scoping Report and the Route Corridor Report, which provided in-depth information about the evolution of the proposals. All materials were available to download from the project website or available in hardcopy form at numerous information points in the project area. The project website also included an interactive map which allowed people to search via post code and see the location of their land/property in relation to our proposals. People could then drop a pin on a specific part of the map and provide their

Issue Raised by Topic	Stakeholder Group				Response from Cadent
	Prescribed Consultees	Businesses & Community Groups	Members of the Public	Other Consultees	
					feedback. The next stage of consultation will be statutory consultation and the means by which consultation will be undertaken will need to be set out in a Statement of Community Consultation document. This will be issued to each of the host local authorities for their comment. Statutory Consultation requires the publication of a PEIR. This document will be available on the website and it will provide a greater level of detail both on the project and on the likely significant environmental effects.
Concern that the approach to providing feedback is not effective			✓		There were numerous ways to provide feedback to make engaging with the project as easy as possible. This included: • Online feedback form • Dropping pins on an online

Issue Raised by Topic	Stakeholder Group				Response from Cadent
	Prescribed Consultees	Businesses & Community Groups	Members of the Public	Other Consultees	
					interactive map • Hardcopy feedback form (available at consultation events, information points and available by request via phone, freepost or email) • Email • Freepost While the Project did not accept feedback over the phone, a freephone was available 9am to 5pm, Monday to Friday to answer any questions and help people provide feedback. All feedback received is given due consideration and is being used to inform our evolving design.
Concern that the approach to providing information by Project Staff at events was not effective			✓		The Project team adopted a dynamic approach to its consultation events to aid covering what was a broad

Issue Raised by Topic	Stakeholder Group				Response from Cadent
	Prescribed Consultees	Businesses & Community Groups	Members of the Public	Other Consultees	
					project area, holding both in-person and online events to cater for all audiences, including people who may not have wanted to travel to an in-person event or been able to. In-person events were publicised as drop-in events, which meant people were encouraged to stop by at their convenience and have individual conversations with members of the project team. Events included a broad mix of representatives from the project team so that a broad range of questions from attendees could be answered. However, where members of the project team were unable to answer specific questions at the time, the relevant information was gathered after the event and outstanding questions with specific individuals

Issue Raised by Topic	Stakeholder Group				Response from Cadent
	Prescribed Consultees	Businesses & Community Groups	Members of the Public	Other Consultees	
					were followed up. Online events took the form of presentations from different members of the project team each covering their own disciplines, followed by a Q&A session at the end, offering people the chance to ask the team any questions they had. Similarly to in-person events, where members of the project team were unable to answer specific questions at the time, the relevant information was gathered after the event and outstanding questions with specific individuals were followed up. The Project was at a relatively early stage at the point of consultation, however the information the project staff

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					received has been reviewed and has been used to inform the emerging design which will be presented at statutory consultation. At this stage more information on the Project will be provided, as well as a preliminary assessment of the potential for significant environmental effects. During the face to face meetings, online and via postal communication, respondents were always encouraged to use the feedback forms. This was so there is an accurate record of the points people wish to make. This approach will continue to be adopted during the next consultation stage.
Concern that the approach undertaken for leaflet delivery to promote the consultation was not effective			✓		At the start of the consultation, addresses within the consultation zone where procured via Royal Mail who then distributed a

Issue Raised by Topic	Stakeholder Group				Response from Cadent
	Prescribed Consultees	Businesses & Community Groups	Members of the Public	Other Consultees	
					consultation postcard to 15,402 residential and commercial addresses within the consultation zone **(Appendix C).** This broadly meant all addresses within the route corridor (including associated spurs) and above ground infrastructure search areas. This meant that those who received the postcard lived within the route corridor. Not all houses on the same street received direct communications due to the non-linear boundary of the route corridor, which in some instances split streets up.
Concern that the consultation has not been sufficiently promoted and with insufficient time			✓		A proportionate and best practice approach to publicising the consultation was followed. Prescribed consultees, relevant

Issue Raised by Topic	Stakeholder Group				Response from Cadent
	Prescribed Consultees	Businesses & Community Groups	Members of the Public	Other Consultees	
					local authorities and local stakeholders of interest were identified and written to. This included 44 parish councils, who were notified about the consultation. 15,402 residential and commercial addresses within the consultation zone **(Appendix C)** were also direct mailed by Royal Mail, there was a dedicated project website **(Appendix H)** and the consultation was publicised via print, digital and search advertising **(Appendix F).** Consultation and events were also publicised via social media. Posters **(Appendix E)** were issued with event details to high footfall information points, such as libraries, across the project area, once the event programme had been finalised.

Issue Raised by Topic	Stakeholder Group				Response from Cadent
	Prescribed Consultees	Businesses & Community Groups	Members of the Public	Other Consultees	
					Eight in-person and two online events were held and consultation ran for six weeks.
Concern that the consultation is a PR exercise			✓		Consultation plays a vital role in the design process for the Project. Public consultation and engagement people's views to be heard and local knowledge gathered. This helps to refine the Project and present a more detailed design at this autumn's statutory consultation, during which people will have another opportunity to provide feedback. The Project team log and analyse all feedback received during consultation via email, online and physical feedback forms, letters and comments left on our interactive map as shown in the production of this report. Input from organisations, political

Issue Raised by Topic	Stakeholder Group				Response from Cadent
	Prescribed Consultees	Businesses & Community Groups	Members of the Public	Other Consultees	
					stakeholders and businesses that were talked to in various meetings and briefings is also used. Public consultation is a requirement as part of the application process for nationally significant infrastructure project's (NSIP's) and all written comments are reported as part of this process. Information received has been used to inform our evolving design and will continue to do so following the next round of what will be statutory consultation.
Concern that the consultation materials did not include information on operational noise at the Central Hub		✓			Communications materials (such as the brochure and interactive map) provided information about HAGIs, including their purpose and what they are likely to look like. This included the height and size of associated equipment, distance between HAGIs along the pipeline route and what could

Issue Raised by Topic	Stakeholder Group				Response from Cadent
	Prescribed Consultees	Businesses & Community Groups	Members of the Public	Other Consultees	
					be done to screen HAGIs and minimise any potential visual impact. One core purpose of the non-statutory consultation was to provide the public with an opportunity to provide comments on the proposed HAGI search areas. More information about what HAGIs will look like, their anticipated operational noise, and what could be done to mitigate any potential visual and audio impact will be shared at the statutory consultation.
Concern that the consultation materials do not provide an adequate description of the Central Hub area			✓		A description of the Central Hub can be found in the consultation brochure **(Appendix I),** in various places on our project website and by clicking on the 'our proposals explained' tab on the interactive map.

Issue Raised by Topic	Stakeholder Group				Response from Cadent
	Prescribed Consultees	Businesses & Community Groups	Members of the Public	Other Consultees	
					More general information about HAGIs was provided throughout communication materials, including their purpose and what they may look like. This included the height and size of associated equipment, distance between HAGIs along the pipeline route and what could be done to screen HAGIs and minimise any potential visual and audio impact. More information about the location and appearance of the Central Hub will be shared at our next round of consultation.
Concern that the consultation was not sufficiently promoted as the consultation leaflets were not effective and often ignored or dismissed as junk mail			✓		The Applicant took a proportionate and best practice approach to communications. They identified and wrote to prescribed consultees, relevant local authorities and local

Issue Raised by Topic	Stakeholder Group				Response from Cadent
	Prescribed Consultees	Businesses & Community Groups	Members of the Public	Other Consultees	
					stakeholders of interest. This included 44 parish councils, who were notified about the consultation. They also direct mailed 15,402 residential and commercial addresses within the consultation zone **(Appendix C),** had a dedicated project website and publicised the consultation via print, digital and search advertising **(Appendix F).** Consultation and events were also publicised via social media. The Applicant sent posters **(Appendix E)** with event details to high footfall information points, such as libraries, across the project area, once the event programme had been finalised, further information on which can be found in **Section 2.6 and 2.7** of this report.

Issue Raised by Topic	Stakeholder Group				Response from Cadent
	Prescribed Consultees	Businesses & Community Groups	Members of the Public	Other Consultees	
Concern that the consultation website was difficult to navigate			✓		Comments received concerning the difficulties experienced in navigating the Project website will be taken on board. Some changes being considered include an easier way for people to access and use the postcode search function on the interactive map.
Concern that the maps provided within the consultation documentation are not sufficiently detailed			✓		An iterative approach to consultation on the Project is being taken. The first, non-statutory, stage of consultation provided an opportunity for people to comment on the broad route corridor identified. Comments received will help develop a more detailed design for the pipeline, HAGI locations and construction plans. These more detailed plans will form the basis for the second, statutory, consultation.

Issue Raised by Topic	Stakeholder Group				Response from Cadent
	Prescribed Consultees	Businesses & Community Groups	Members of the Public	Other Consultees	
					There was an interactive map of our proposals and the area within which the Project would be located on the project website. This allowed people to enter their postcode and see their property / land in relation to the proposals. The map was also broken down into north, east, south, west sections and shown in the consultation brochure **(Appendix I).** In-person events included a double map panel and online events went through the route corridor and its location in detail. People's comments about the detail of the map used will be taken on board with the aim of making it more informative and easier to use at our statutory consultation.

Issue Raised by Topic	Stakeholder Group				Response from Cadent
	Prescribed Consultees	Businesses & Community Groups	Members of the Public	Other Consultees	
Concern that the online feedback map does not show residential properties			✓		The interactive map of our proposals and the area within which the Project is located allowed people to enter their postcode and see their property / land in relation to the proposals. The map was also broken down into north, east, south, west sections and shown in the consultation brochure **(Appendix I).** In-person events included a double map panel and online events went through the route corridor and its location in detail.
Concern that the postcard promoting the Consultation Events did not provide clear or detailed information, making it difficult to attend the events			✓		A proportionate and best practice approach to publicising consultation events was taken. Prescribed consultees, relevant local authorities and local stakeholders of interest were identified and written to. This included 44 parish councils, who were notified about the

Issue Raised by Topic	Stakeholder Group				Response from Cadent
	Prescribed Consultees	Businesses & Community Groups	Members of the Public	Other Consultees	
					consultation. 15,402 residential and commercial addresses within the consultation zone **(Appendix C)** were direct mailed by Royal Mail, a dedicated project website was established and the consultation was publicised via print, digital and search advertising. Consultation and events were also publicised via social media. Posters **(Appendix E)** with event details were sent to high footfall information points, such as libraries, across the project area, once the event programme had been finalised. All of this either directly referenced consultation events or directed people to the dedicated project website **(Appendix H)** where they could access more

Issue Raised by Topic	Stakeholder Group				Response from Cadent
	Prescribed Consultees	Businesses & Community Groups	Members of the Public	Other Consultees	
					information about events. With regard to the postcard, its purpose was to direct people to the website where more information could be obtained. The postcard **(Appendix D)** included a Project email address, freepost and freephone all with the aim of making it easy and convenient to speak with someone on the project team in order to find out more information. It must be remembered that the country was also still responding to Covid. Keeping information concerning exhibitions on the website meant that dates and venues could have been easily changed in the event of a lockdown or other restrictions being placed on gatherings. It would have been harder to do

Issue Raised by Topic	Stakeholder Group				Response from Cadent
	Prescribed Consultees	Businesses & Community Groups	Members of the Public	Other Consultees	
					this if all information had been set out on the postcards.
Concern that the Consultation event held in Whitley took place during half term			✓		Consultation events were held over a two week period from the 15 February to 26 February 2022 . One event was in Anderton, which is located in relatively close proximity to Whitley, and took place outside of local school holiday times (16 February 2022). Events were held at a mix of times and on weekdays as well as weekends to allow as much attendance and flexibility as possible. Two online events also took place for people who could not travel to in-person events. Comments have taken on board about events being held in school holiday time. Events are not expected to be held during this

Issue Raised by Topic	Stakeholder Group				Response from Cadent
	Prescribed Consultees	Businesses & Community Groups	Members of the Public	Other Consultees	
					time in our second round of consultation.
Concern that the residential demographics within Whitley may limit their ability to engage with the project effectively			✓		A consultation postcard was sent to 15402 residential and commercial addresses announcing that the non-statutory consultation was open. This included residents in Whitley. The consultation postcard **(Appendix D)** directed people to the Project website for more information, including an interactive website which allowed people to search by post code to see their property in relation to our proposals. Further to this, the postcard included an email address, freepost address and freephone. The Project team was on hand to answer questions and respond to

Issue Raised by Topic	Stakeholder Group				Response from Cadent
	Prescribed Consultees	Businesses & Community Groups	Members of the Public	Other Consultees	
					requests for hardcopy materials. Eight in-person consultation events were held, however it is recognised that not everyone could travel to events. As such, two online consultation events we held so that people could find out more about our proposals and ask the Project team any questions they might have from home.
Concern that the routeings and areas displayed in consultation documents are vague			✓		The Applicant is taking an iterative approach to consultation on the Project. The first, non-statutory, stage of consultation provided an opportunity for people to comment on the route corridor identified. Comments received will help develop a more detailed design for the pipeline, HAGI locations and construction plans. These more detailed plans

Issue Raised by Topic	Stakeholder Group				Response from Cadent
	Prescribed Consultees	Businesses & Community Groups	Members of the Public	Other Consultees	
					will form the basis for the second, statutory, consultation.
Concern that there has been insufficient information provided about the consultation in the local area			✓		A consultation postcard was sent to 15402 residential and commercial addresses announcing that the non-statutory consultation was open. Adverts were placed in regional newspapers and on regional news platforms, publicising that consultation was open. Online adverts were also geotargeted to IP addresses within the north west. Other communications included a social media presence, press coverage, Project website (publicised via a Google Ads campaign), and posters placed in prominent local places. More

Issue Raised by Topic	Stakeholder Group				Response from Cadent
	Prescribed Consultees	Businesses & Community Groups	Members of the Public	Other Consultees	
					information is provided in **Section 2.6 and 2.7** of this report.
Concern that there is insufficient information about the potential effects from the Central Hub during operation			✓		At non-statutory consultation the Project was at an early stage, having identified broad route corridors within which the pipeline could be routed and search areas within which our above ground infrastructure could be sited. The purpose of non-statutory consultation was to gather feedback from local people so that the Project can be refined and more detailed plans shared in the autumn's statutory consultation. A description of the Central Hub can be found in the hard-copy consultation document, project website and by using the interactive mapping tool under the 'our proposals explained' tab,

Issue Raised by Topic	Stakeholder Group				Response from Cadent
	Prescribed Consultees	Businesses & Community Groups	Members of the Public	Other Consultees	
					reading; 'The Central Hub is the HAGI at the centre of our proposed pipeline network. It will be the connection and onward distribution point to users along the South, East and North corridors. The location of the Central Hub will be important as it will determine the end point of the pipeline routes for the rest of the network.' Information about what HAGIs involve was also provided in our consultation materials more generally, including their use, estimated height and size of associated infrastructure, distance between HAGIs along the pipeline route and screening measures. Furthermore, during the in-person consultation events pictures of other AGIs already in use were showed to display what

Issue Raised by Topic	Stakeholder Group				Response from Cadent
	Prescribed Consultees	Businesses & Community Groups	Members of the Public	Other Consultees	
					the Central Hub could look like once built. It is expected that more information about the location and appearance of the Central Hub will be shared in our next round of consultation.
Request for clarity regarding the detailed arrangements of the pipeline ahead of the Statutory Consultation		✓			An iterative approach to consultation on the Project is taken. The first, non-statutory, stage of consultation provided an opportunity for people to comment on the route corridor identified. Comments received will help develop a more detailed design for the pipeline, HAGI locations and construction plans. These more detailed plans will form the basis for the second, statutory, consultation.
Request for further and meaningful consultation at a stage when		✓			See response above.

Issue Raised by Topic	Stakeholder Group				Response from Cadent
	Prescribed Consultees	Businesses & Community Groups	Members of the Public	Other Consultees	
stakeholders can influence the schemes iterative development					
Request for clear and early communications about future consultation events			✓		A proportionate and best practice approach to publicising the consultation. Prescribed consultees, relevant local authorities and local stakeholders of interest were identified and wrote to. This included 44 parish councils, who were notified about the consultation. 15,402 residential and commercial addresses within the consultation zone **(Appendix C)** were direct mailed via Royal Mail, a dedicated project website was established, and the consultation was publicised via print, digital and search advertising **(Appendix F).** Consultation and events were also publicised via social media.

Issue Raised by Topic	Stakeholder Group				Response from Cadent
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					Posters **(Appendix E)** with event details were issued to high footfall information points, such as libraries, across the project area, once the event programme had been finalised. Eight in-person and two online events were held and consultation ran for six weeks. People's comments about publicising consultation events earlier have been taken on board. One way this will be done is to include details of consultation events on the postcard issued **(Appendix D)** to residential and commercial addresses within the consultation zone (or a more direct means to access information on consultation events, such as a QR code). People will continue to be asked

Issue Raised by Topic	Stakeholder Group				Response from Cadent
	Prescribed Consultees	Businesses & Community Groups	Members of the Public	Other Consultees	
					to register on our website for future updates.
Request for contact to be made with community groups and environmental organisations and bodies				✓	The request for contact to be made with community groups and environmental organisations and bodies is noted. As required by the Planning Act 2008, statutory consultees will be engaged during this autumn's statutory consultation, as well as other interested stakeholders, including community groups and environmental organisations and bodies.
Request for continued engagement with Altrincham & Bowdon Civic Society in relation to the proposed development in the vicinity of Carrington, Partington and Lymm		✓			The Altrincham & Bowdon Civic Society's interest in the Project is noted and engagement will continue as the Project develops.

Issue Raised by Topic	Stakeholder Group				Response from Cadent
	Prescribed Consultees	Businesses & Community Groups	Members of the Public	Other Consultees	
Request for early and full consultation with Liverpool City Region Combined Authority and the Local Highway Authority should the proposed pipeline cross or follow any Key Route Network Highways	✓				The Liverpool City Region Combined Authority and the Local Highway Authority's interest in the Project is noted and steps will be taken to engage with them as the Project develops.
Request for early and full consultation with Network Rail should the proposed pipeline cross any rail alignments within the Liverpool City Region	✓				The Liverpool City Region Combined Authority and Network Rail's interest in the Project is noted and steps will be taken to engage with them as the Project develops.
Request for engagement with Bloor Homes regarding the potential routeing of the North Corridor pipeline through the former Linkway Distribution Park site		✓			The Project has noted Bloor Homes' interest in this site and will continue to engage as relevant as the detailed route for the pipeline develops, including at a second, statutory consultation.

Issue Raised by Topic	Stakeholder Group				Response from Cadent
	Prescribed Consultees	Businesses & Community Groups	Members of the Public	Other Consultees	
Request for further engagement with the Woodland Trust ahead of the next round of consultation				✓	The Woodland Trust's interest in the Project is noted and engagement will continue as the Project develops.
Request for more information on environmental impacts within the consultation documents			✓		At statutory consultation, the PEIR will be presented, which summarises the environmental assessments that have been carried out. This information will form an important part of this consultation and will help people understand potential environmental impacts from the project.
Request for the consultation to be repeated with sufficient opportunities for feedback and more effective promotion of the consultation period			✓		An iterative approach to consultation on the Project. The first, non-statutory, stage of consultation provided an opportunity for people to comment on the route corridor

Issue Raised by Topic	Stakeholder Group				Response from Cadent
	Prescribed Consultees	Businesses & Community Groups	Members of the Public	Other Consultees	
					the Applicant had identified. Comments received will help develop a more detailed design for the pipeline, HAGI locations and construction plans. These more detailed plans will form the basis for the second, statutory, consultation. A range of methods to promote the first stage of consultation were employed, including writing to over 15,000 households in the route corridor, relevant elected representatives as well as advertising and media releases in local press (**Appendix G** contains copies of the press releases and cuttings). This promotion is considered to have been appropriate but will consider additional measures for publicity in consultation with the relevant

Issue Raised by Topic	Stakeholder Group				Response from Cadent
	Prescribed Consultees	Businesses & Community Groups	Members of the Public	Other Consultees	
					local authorities on the Statement of Community Consultation.
Request to improve the approach to consultation prior to the Autumn round of consultation			✓		The first round of consultation generated lots of useful feedback and allowed the Applicant to have constructive conversations with stakeholders across the project area. At the same time, following the close of consultation, a lessons learned review was undertaken to identify aspects of the consultation approach that could be modified ahead of the second stage. As required by the Planning Act 2008, the Applicant will also be producing a Statement of Community Consultation (SoCC) that will outline its approach to the statutory consultation. Local planning authorities will be consulted on the SoCC, which

Issue Raised by Topic	Stakeholder Group				Response from Cadent
	Prescribed Consultees	Businesses & Community Groups	Members of the Public	Other Consultees	
					will provide an opportunity to influence the approach.
Responses provided at consultation events were vague and provided insufficient detail			✓		An iterative approach to consultation on the Project. The first, non-statutory, stage of consultation provided an opportunity for people to comment on the route corridor identified. Comments received will help develop a more detailed design for the pipeline, HAGI locations and construction plans. The aim was to provide as much detail as appropriate for the stage of consultation but recognises we were not always able to give as much detail as people wanted (particularly on pipeline routeing). More detailed plans will form the basis for the second, statutory, consultation.

Issue Raised by Topic	Stakeholder Group				Response from Cadent
	Prescribed Consultees	Businesses & Community Groups	Members of the Public	Other Consultees	
Satisfied that the consultation materials were easy understand			✓		The approach was to develop project materials in an accessible and easy-to-understand way so that anyone is able to understand how the proposals may affect them. This approach will continue for materials at the second, statutory consultation.
Satisfied that the Consultation event held at Whitley was effective			✓		It is noted that a consultation event at this venue was considered beneficial.
Construction					
Concern about the adverse impact of constructing the Central Hub on causing disruption in the local area		✓			The pipeline routing and facilities locations will be selected based upon environmental and engineering considerations. Transport routes to the proposed facilities locations will be identified and discussed with the relevant highway authorities in order to reduce the potential for

Issue Raised by Topic	Stakeholder Group				Response from Cadent
	Prescribed Consultees	Businesses & Community Groups	Members of the Public	Other Consultees	
					disturbance. Mitigation measures will be identified to minimise disruption and impacts in the local area.
Concern about the cumulative construction impacts of the proposed development, the Tata incinerator and HS2 on residents in Northwich			✓		Discussions with HS2 and other organisations are ongoing such that the design, construction and programme of concurrent projects can be coordinated to minimise disruption and cumulative impact.
Concern about the cumulative impact of construction works for the project and for HS2			✓		See response above.
Request for clarification on whether construction works will conflict with the construction of HS2			✓		Discussions with HS2 and other organisations are ongoing such that the design, construction and programme of concurrent projects can be coordinated to minimise disruption and cumulative impact. The current understanding is that

Issue Raised by Topic	Stakeholder Group				Response from Cadent
	Prescribed Consultees	Businesses & Community Groups	Members of the Public	Other Consultees	
					pipeline construction will precede HS2.
Concern about the effects of trenching during construction and the disturbance of peat		✓			The design of the Project will be informed by the results of environmental surveys which will include for the identification of peat. The intention will be to avoid peaty areas where this is possible. Where it is not possible the methods of construction will be informed by its presence and the adapted where appropriate to minimise impacts upon it. Mitigation measures will be identified to reduce impacts.
Concern about the impact of construction activities on the local countryside			✓		The impacts arising from the construction of the Project will be identified and preliminary assessments as to their significance reported in the PEIR for statutory consultation. Measures to mitigate impacts will

Issue Raised by Topic	Stakeholder Group				Response from Cadent
	Prescribed Consultees	Businesses & Community Groups	Members of the Public	Other Consultees	
					also be identified. The assessment will include for the consideration of landscape and visual effects.
Concern about the impact of construction disturbance on public rights of way users during pipeline laying		✓			All Public Rights of Way (PRoW) crossed by the pipeline route will be identified at an early stage and where practical will avoided. Where PRoW's are affected by the project then all relevant legal permissions will be obtained including the provision of temporary diversions where necessary. In a limited number of locations and for minimum time periods it may be necessary to close a PRoW where no practicable and safe alternative is available.
Concern about the impact of noise generated during the construction		✓			In locating the Central Hub consideration will be given to the proximity to residential properties.

Issue Raised by Topic	Stakeholder Group				Response from Cadent
	Prescribed Consultees	Businesses & Community Groups	Members of the Public	Other Consultees	
of the Central Hub on the local area					Both residencies and biodiversity receptors will be included in the noise and vibration assessment will also be undertaken. Where there is the potential for significant effects these would be subject to further consideration and if necessary mitigation measures identified to reduce the levels of noise generated at the facility during construction.
Concern about the noise impacts of constructing the Central Hub on the local area		✓			See response above.
Concern that construction of the pipeline will cause loss of residential amenity			✓		The impacts arising from the construction of the pipeline will be identified and preliminary assessments as to their significance reported in the PEIR for statutory consultation. Measures to mitigate impacts will also be identified. The

Issue Raised by Topic	Stakeholder Group				Response from Cadent
	Prescribed Consultees	Businesses & Community Groups	Members of the Public	Other Consultees	
					assessment will include for the consideration of residential amenity in the context of noise, dust and visual effects.
Concern that Common Lane, Lach Dennis is already congested with traffic and that any construction would put residents, pets and wildlife at risk of harm			✓		When identifying the route of the pipeline consideration will be given to how it can be accessed for construction. Access routes along the local highway will be identified and an assessment made of the likely impacts arising from their use. Agreement on the methodology for the assessment will be sought with the relevant highway authorities. A Construction Traffic Management Plan (CTMP) will be prepared to manage traffic and to reduce its effects upon the environment and local communities.
Concern that construction traffic will add to congestion on small			✓		See response above

Issue Raised by Topic	Stakeholder Group				Response from Cadent
	Prescribed Consultees	Businesses & Community Groups	Members of the Public	Other Consultees	
local roads in the vicinity of Lower Whitley					
Concern that construction traffic will affect the condition of roads near Lower Whitley			✓		See response above.
Concern that major excavations in Whitley could result in flooding in the village			✓		The excavations and any associated operations such as trench dewatering if necessary, and the control of surface water run-off will be designed managed to ensure that properties should not be affected by the construction works in the event of heavy, prolonged rain.
Concern that the behaviour of Cadent staff on other works does not reassure that construction of the proposals will be completed			✓		The Applicant recognises that any major infrastructure brings construction impacts. It is too early in the Project for detailed construction plans to be developed but the Applicant will look to minimise any impacts

Issue Raised by Topic	Stakeholder Group				Response from Cadent
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					from construction. The Applicant cannot comment on previous projects but will expect all construction staff and contractors to maintain standards of excellence and follow industry best practice.
Concern that the construction of the Central Hub could result in water pollution in local watercourses and the River Weaver		✓			Pumping, dewatering and the control of surface water run-off will be managed to minimise silt pollution by the use of temporary drainage, settling ponds/tanks, etc. The Project is responsible for complying with regulatory requirements including Environment Agency guidelines where applicable.
Concern that the construction of the Project will have a significant				✓	The Project will seek to avoid Ancient Woodlands and Tree Preservation Orders where this is

Issue Raised by Topic	Stakeholder Group				Response from Cadent
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adverse impact on ancient woodland					possible. If it is unavoidable then mitigation measures would be put in place to minimise disturbance.
Concern that the construction of the Project will impact historic buildings in Lower Whitley			✓		Consideration will be given to the potential for effects upon the historic environment consistent with national planning policy. The PEIR and subsequent ES will report upon the potential for effects during both construction and operation of the Project.
Concern that the construction of the project would cause disruption to the local area			✓	✓	The impacts arising from the construction of the Project will be identified and preliminary assessments as to their significance reported in the PEIR for statutory consultation. Measures to mitigate impacts will also be identified. A Code of Construction Practice will be prepared which will set out the measures to be taken to manage

Issue Raised by Topic	Stakeholder Group				Response from Cadent
	Prescribed Consultees	Businesses & Community Groups	Members of the Public	Other Consultees	
					the construction process with the objective of minimising its effects upon the local area.
Concern that woodlands will be impacted by noise and dust pollution as a result of the construction of the Project				✓	The routeing of the Project will be selected considering a range of criteria. These will include the potential for it to generate noise and dust impacts. Mitigations will be put in place as required to minimise disruption and impacts to the local environment and a Code of Construction Practice will be prepared which will set out the measures to be taken to manage the construction process with the objective of minimising its effects upon the local area.
Consideration of including broadband cables within the				✓	Consideration has been given to this activity in partnership with a local authority, however due to

Issue Raised by Topic	Stakeholder Group				Response from Cadent
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required trenching to improve rural internet connectivity					the safety clearances required in relation to the pipeline during operation for maintenance activities this was not deemed, currently, possible.
consideration should be given to cyclists during any required road works, specifically regarding the time required to navigate traffic lights			✓		A transport and logistics study is underway and a CTMP will accompany the application. This will consider cycling routes and cyclists. It will be developed in consultation with the relevant highway authorities. If and where traffic lights are to be used then they will comply with the requirements for light timings.
During construction the reinstatement of any trenched land or highways should be completed promptly and to a high standard	✓				Reinstatement of trenches in non-highway land and the working area will commence on completion of the construction works. The pipeline will be

Issue Raised by Topic	Stakeholder Group				Response from Cadent
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					constructed during the summer months reinstatement completed by the Autumn. In the event of very poor weather conditions making the land unsuitable for reinstatement then this will be delayed till the following spring however the land will be 'winterised' to protect the soil and subsoil from loss or damage. For works in the highway the reinstatement will be completed in time frames agreed with the relevant highways authorities and to the required NRSWA and HAUC Standards.
During construction there should be no damage to field drains and any realignment necessary should be in good order and tested for efficiency	✓				All land drains will be fully reinstated as required to ensure that they remain fully functional after construction.

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Land requiring trenching within the North Cheshire Greenbelt must be reinstated to the pre work condition or better	✓				The entire pipeline construction working area will be restored to the pre-working condition including the replanting of hedgerows where it is unavoidable that they are removed. Agricultural land will be restored in consultation with the landowner/occupier to enable agricultural operations to continue.
Planned access roads and temporary access roads so seek to prevent minimum disruption	✓				Access routes for construction will be identified in consultation with the relevant highway authorities. Measures will be put in place to manage construction traffic consistent with the CTMP which will be prepared to accompany the application.
Request for more information about how existing congestion on		✓			See response above.

Issue Raised by Topic	Stakeholder Group				Response from Cadent
	Prescribed Consultees	Businesses & Community Groups	Members of the Public	Other Consultees	
local roads will be managed during construction phase					
Request for the Project to minimise any disruption to travel routes within and around the Dunham Massey estate during the construction phase				✓	See response above.
Request for clarification of the priority connections in the proposal and which will be built first	✓				The construction phasing plan is still under development and will be developed alongside contractors when they employed later in the Project. Priority connections have yet to be identified as the pipeline will work as one system, with all elements commissioned in an approach which allow the network to operate.
Request for clarification on measures to mitigate the impacts				✓	The excavations and any associated operations such as

Issue Raised by Topic	Stakeholder Group				Response from Cadent
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of construction activities and workers on localised flooding					trench dewatering if necessary, and the control of surface water run-off will be designed and managed by the Contractor consistent with local and statutory authority guidance and regulation to prevent localised flooding in cases of reasonably expected weather conditions.
Request for clarification on the timescales and programme for construction works	✓	✓	✓		The indicative timescale and programme will be set out at the statutory consultation.
Request for clarification on whether highways diversions and stopping-up orders will be required during the construction period			✓		Generally pipeline crossings of major roads will be accomplished by a trenchless crossing technique (e.g. drilling) without affecting traffic flows but may require speed restrictions for safety. Minor roads will be completed by open-cut trenches using some form of traffic control (e.g. traffic lights), with a duration

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					at each location of typically less than five days. Pipeline road crossings also act as an access point to the pipeline route either side of the road and traffic control may be necessary in some locations to ensure vehicles can enter and leave the site safely. No road closures are currently planned. All traffic management will be planned and coordinated with the Local Highway Authority.
Request for clarification on whether land excavated for construction works will be restored following completion			✓		The entire pipeline construction working area will be restored to the pre-work condition including the replanting of hedgerows where it is unavoidable that they are removed. Agricultural land will be restored in consultation with the landowner/occupier to enable agricultural operations to continue.

Issue Raised by Topic	Stakeholder Group				Response from Cadent
	Prescribed Consultees	Businesses & Community Groups	Members of the Public	Other Consultees	
Request for clarity on whether road crossings over the pipeline will be allowed, and whether any restrictions will be required		✓			The pipeline will be constructed under existing public highways and private roads and tracks in accordance with the relevant current standards. If it is proposed in the future to construct a new road over the operational pipeline, then any new road will have to be designed and constructed to standards relevant at that time and in accordance with the easement for the pipeline.
Request for confirmation whether 24 hour lighting will be required during construction			✓		Generally the works will be completed during daylight hours between the Spring and Autumn. There will be some ongoing working during the winter months at specific locations and they will require task lighting during working hours, typically 08.00 am to 06.00 pm. Lighting outside of theses hours will not be required

Issue Raised by Topic	Stakeholder Group				Response from Cadent
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					unless it is for safety or security reasons. There will be limited requirements for 24 hr working for specific tasks e.g. pipeline testing and certain operations during some road/rail crossing construction. Lighting will be limited to task lighting to ensure safety and security.
Request for further information on land drainage schemes for both pre and post construction		✓			All land drains will be fully reinstated as required to ensure that they remain fully functioning after construction.
Request for further information on the land required for construction compounds		✓			Consideration will be given to options for temporary construction compounds including size, number and location and whether temporary facilities will be installed on greenfield sites (and restored

Issue Raised by Topic	Stakeholder Group				Response from Cadent
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					afterwards) or if existing brownfield site will be utilised.
Route options should seek to minimise carbon emissions through distance travelled and causing delay to existing traffic	✓				Access routes for construction will be identified in consultation with the relevant highway authorities, these will seek to minimise the length of journeys to site but will also need to consider opportunities to avoid the need for traffic to pass through sensitive areas where possible. Measures will be put in place to manage construction traffic consistent with the CTMP which will be prepared to accompany the application.
Suggestion that construction traffic should use A roads and avoid using minor side roads and country lanes			✓		See response above.

Issue Raised by Topic	Stakeholder Group				Response from Cadent
	Prescribed Consultees	Businesses & Community Groups	Members of the Public	Other Consultees	
Suggestion that Hatley Lane, Straight Length and Godscroft Lane in Frodsham have height restrictions			✓		See response above.
Suggestion that Lower Rake in Helsby has width and weight restrictions	✓				See response above.
Suggestion that the height, width and weight limits of the Sutton Swing Bridge be considered in the routeing of construction traffic	✓				See response above.
Suggestion that access to public rights of way must be kept unrestricted				✓	All PRoW crossed by the pipeline route will be identified at an early stage and where practicable will avoided. Where PRoW's are affected by the project then all relevant legal permissions will be obtained including the provision of temporary diversions where necessary. In a limited number of locations and for minimum time

Issue Raised by Topic	Stakeholder Group				Response from Cadent
	Prescribed Consultees	Businesses & Community Groups	Members of the Public	Other Consultees	
					periods it may be necessary to temporarily close a PRoW where no practicable and safe alternative is available.
Suggestion that all appropriate legal permissions be obtained to temporarily divert paths during construction		✓			See response above.
Suggestion that all crossings under Canal and River Trust waterways must be installed using trenchless techniques	✓				Any work in the vicinity of or crossings beneath a canal will be designed, constructed and operated in accordance with various regulations, standards and Codes of Practice to ensure continued safety and integrity of the canal and the pipeline. The design of the pipeline crossing and the construction methods will be subject to a formal approval process by the authority responsibly for the canal. It is

Issue Raised by Topic	Stakeholder Group				Response from Cadent
	Prescribed Consultees	Businesses & Community Groups	Members of the Public	Other Consultees	
					currently envisaged that all canal crossings will be trenchless.
Suggestion that Cadent use a soil specialist to advise on and supervise soil handling	✓				Measures to protect soils will be set out in the PEIR and subsequently within the environmental statement which will accompany the application. The Code of Construction Practice will provide additional measures for the careful management of soils and will be prepared by an experienced consultant.
Suggestion that carbon storing habitats be avoided during the construction period, due to the potential for disturbance to result in GHG emissions from these habitats				✓	The route of the Project will seek to avoid habitats noted for their ability to store carbon. Where this may not be possible the effects arising from the pipeline will be assessed and measures to mitigate identified.

Issue Raised by Topic	Stakeholder Group				Response from Cadent
	Prescribed Consultees	Businesses & Community Groups	Members of the Public	Other Consultees	
Suggestion that construction workers do not park in residential areas that are narrow country lanes			✓		All construction vehicles and plant will park within the designated site working areas and parking along highways or verges within residential or rural areas will not be allowed. Construction workers will use construction vehicles (cars, 4x4, mini-bus, light vans etc.) to travel to/from the construction site to their places of residence where vehicles will be parked overnight as per usual practice.
Suggestion that construction works in close proximity to waterway infrastructure could adversely impact the structural integrity of the waterway	✓				Any work in the vicinity of or crossings beneath a canal will be design, constructed and operated in accordance with various regulations, standards and Codes of Practice to ensure continued safety and integrity of the canal and the pipeline. The design of the pipeline crossing and the

Issue Raised by Topic	Stakeholder Group				Response from Cadent
	Prescribed Consultees	Businesses & Community Groups	Members of the Public	Other Consultees	
					construction methods will be subject to a formal approval process by the authority responsibly for the canal.
Suggestion that installations that interface with Canal and River Trust waterways and assets will need to comply with their third party works Code of Practice, including sections on service crossings	✓				Any work in the vicinity of or crossings beneath a canal will be design, constructed and operated in accordance with various regulations, standards and Codes of Practice to ensure continued safety and integrity of the canal and the pipeline. The design of the pipeline crossing and the construction methods will be subject to a formal approval process by the authority responsibly for the canal. It is currently envisaged that all canal crossings will be trenchless.
Suggestion that the crown of the pipe will need to be installed at	✓				See response above.

Issue Raised by Topic	Stakeholder Group				Response from Cadent
	Prescribed Consultees	Businesses & Community Groups	Members of the Public	Other Consultees	
least 3.5m below the hard bed level of the canal using trenchless techniques					
Suggestion that the structural integrity of canals must not be put at risk during construction works	✓				See response above.
Suggestion that construction works near Canal and River Trust waterways be undertaken in the winter stoppage season to limit impacts on canal users and boating businesses	✓				The design of the pipeline crossing, construction methods and timing will be subject to a formal approval process by the authority responsibly for the canal. It is currently envisaged that all canal crossings will be trenchless and hence construction will not affect canal users.
Suggestion that equestrian routes be maintained at least four metres wide to ensure users can pass each other				✓	Where the pipeline working areas abuts footpaths, tracks, bridleways or similar then appropriate measures will be considered to ensure the safety

Issue Raised by Topic	Stakeholder Group				Response from Cadent
	Prescribed Consultees	Businesses & Community Groups	Members of the Public	Other Consultees	
					of the public including riders and their horses. Such measure will include appropriate fencing, allowing sufficient room for horses and control of the works including temporarily stopping activities whilst horses are passing close by.
Suggestion that Heras fencing not be used along equestrian routes unless it can be secured tightly and remain taut				✓	Fencing of the pipeline working areas will be completed in consultation with the landowner/occupier to ensure the fence installation and materials are acceptable and appropriate to the type of stock or other animals, including horses, on the land. Similarly where the pipeline working areas abuts bridleways or similar then appropriate fencing will be used to ensure the safety of the public including riders and their horses.

Issue Raised by Topic	Stakeholder Group				Response from Cadent
	Prescribed Consultees	Businesses & Community Groups	Members of the Public	Other Consultees	
Suggestion that impacts to agricultural land as a result of the construction of the Project are kept to a minimum		✓			Impacts to agricultural land will be kept to a minimum. It is proposed to prepare a Code of Construction Practice. The Code will set out a number of measures to manage the construction process which will include for the sustainable use of soils and will be consistent with existing guidance and best practice such as Defra Construction Code of Practice for the Sustainable Use of Soils on Construction Sites.
Suggestion that machinery and movements be stopped or shut off while horses pass and resume when horses are at least twenty metres past				✓	Where the pipeline working areas abuts or crosses footpaths, tracks, bridleways or similar then appropriate measures will be considered to ensure the safety of the public including riders and their horses. Such measure will include appropriate fencing, allowing sufficient room for horses and control of the works

Issue Raised by Topic	Stakeholder Group				Response from Cadent
	Prescribed Consultees	Businesses & Community Groups	Members of the Public	Other Consultees	
					including temporarily stopping activities whilst horses are passing close by.
Suggestion that overhead hazards near equestrian routes provide a clearance of 3.7 metres				✓	Where the pipeline working areas abuts footpaths, tracks, bridleways or similar then appropriate measures will be considered to ensure the safety of the public including riders and their horses. Such measure will include appropriate fencing, allowing sufficient room for horses and control of the works including temporarily stopping activities whilst horses are passing close by.
Suggestion that public rights of way must be kept free of obstruction, debris and trip hazards for the full width of the route				✓	Where the pipeline working area is crossed by a public footpath then the footpath will be maintained in a safe condition. It is typical practice to provide gates and fencing at public footpaths

Issue Raised by Topic	Stakeholder Group				Response from Cadent
	Prescribed Consultees	Businesses & Community Groups	Members of the Public	Other Consultees	
					similar to a 'Level Crossing' that allow safe passage of members of the public across the working area.
Suggestion that sudden movement or noises of machinery be avoided where horses are within range				✓	Where the pipeline working areas abuts footpaths, tracks, bridleways or similar then appropriate measures will be considered to ensure the safety of the public including riders and their horses. Such measure will include appropriate fencing, allowing sufficient room for horses and control of the works including temporarily stopping activities whilst horses are passing close by.
Suggestion that temporary fencing alongside equestrian routes be secured and taut to avoid flapping in the wind				✓	Where the pipeline working areas abuts footpaths, tracks, bridleways or similar then appropriate measures will be considered to ensure the safety

Issue Raised by Topic	Stakeholder Group				Response from Cadent
	Prescribed Consultees	Businesses & Community Groups	Members of the Public	Other Consultees	
					of the public including riders and their horses. Such measure will include appropriate fencing, allowing sufficient room for horses and control of the works including temporarily stopping activities whilst horses are passing close by.
Suggestion that the CEMP include details of planned water abstractions and discharges which may impact canals	✓				It is proposed to prepare a Code of Construction Practice which will form the same role as a Construction Environmental Management Plan (CEMP). The Code will set out a number of measures to manage the construction process which will include for the use and disposal of water.
Suggestion that the CEMP include details on the storage of materials, fuels, chemicals and waste	✓				It is proposed to prepare a Code of Construction Practice which will form the same role as a CEMP. The Code will set out a

Issue Raised by Topic	Stakeholder Group				Response from Cadent
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					number of measures to manage the construction process which will include for the use and disposal of fuels, oils and waste etc.
Suggestion that the CEMP include measures to prevent dust generation, windblown litter and debris	✓				It is proposed to prepare a Code of Construction Practice which will form the same role as a CEMP. The Code will set out a number of measures to manage the construction process which will include for the minimisation of dust, litter and other debris.
Suggestion that the CEMP include measures to prevent runoff of silty water, contaminated water and chemicals into canals and culverts	✓				It is proposed to prepare a Code of Construction Practice which will form the same role as a CEMP. The Code will set out a number of measures to manage the construction process which will include for the use and disposal of water.

Issue Raised by Topic	Stakeholder Group				Response from Cadent
	Prescribed Consultees	Businesses & Community Groups	Members of the Public	Other Consultees	
Suggestion that the CEMP include pollution response emergency procedures	✓				It is proposed to prepare a Code of Construction Practice which will form the same role as a CEMP. The Code will set out a number of measures to manage the construction process which will include for pollution response procedures.
Suggestion that the Defra Construction Code of Practice for the Sustainable Use of Soils on Construction Sites be used in the design and construction of the proposed development	✓				It is proposed to prepare a Code of Construction Practice. The Code will set out a number of measures to manage the construction process which will include for the sustainable use of soils and will be consistent with existing guidance and best practice.
Suggestion that the construction of the project should not result in severed fields or small uneconomic land parcels		✓			The precise route of the pipeline will seek to avoid or minimise the occurrence of severed land during construction. Where appropriate additional measures

Issue Raised by Topic	Stakeholder Group				Response from Cadent
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					will be installed to ensure agricultural activity can be continued outside of the working areas e.g. installation of additional troughs for stock. On completion of construction operations all agricultural land will be returned to agricultural use.
Suggestion that the route of the pipeline will need to be fenced off during construction and request that livestock proof fencing is used		✓			The pipeline route will have demarcation of the working area. To protect the public and to ensure safety and security of the works appropriate fencing will be installed. In agricultural land fencing will be completed in consultation with the landowner/occupier to ensure the fence installation and materials are acceptable and appropriate to the land use and/or type of stock or other animals on the land.

Issue Raised by Topic	Stakeholder Group				Response from Cadent
	Prescribed Consultees	Businesses & Community Groups	Members of the Public	Other Consultees	
Suggestion that the surface of equestrian routes should be maintained to ensure suitability for horses				✓	Where the pipeline working areas abuts or crosses footpaths, tracks, bridleways or similar then maintenance of these within the working area will be completed as well as appropriate measures will be considered to ensure the safety of the public including riders and their horses. Such measure will include appropriate fencing, allowing sufficient room for horses and control of the works including temporarily stopping activities whilst horses are passing close by.
Suggestion that the surfaces of existing equestrian routes be protected to avoid poaching and damage from construction traffic				✓	See response above.
Suggestion that vegetation on equestrian routes be cut to ensure				✓	Where the pipeline working areas abuts or crosses footpaths, tracks, bridleways or similar then

Issue Raised by Topic	Stakeholder Group				Response from Cadent
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the full width of the route can be used					appropriate measures will be considered to ensure the safety of the public including riders and their horses. Such measure will include appropriate fencing, allowing sufficient room for horses and control of the works including temporarily stopping activities whilst horses are passing close by.
Suggestion that the width and weight limits of the listed Winnington Swing Bridge be considered in the routeing of construction traffic	✓				A transport and logistics study is underway and prior to construction a detailed traffic management plan will be developed with the engagement of transport authorities. This will consider all height, width and weight limits at road, rail, river or canal bridges and will also consider when the bridge swings.

Issue Raised by Topic	Stakeholder Group				Response from Cadent
	Prescribed Consultees	Businesses & Community Groups	Members of the Public	Other Consultees	
Suggestion that work should only be carried out when ground conditions are suitable		✓			Impacts to agricultural land will be kept to a minimum. The Applicant proposes to prepare a Code of Construction Practice. The Code will set out a number of measures to manage the construction process which will include for the sustainable use of soils and will be consistent with existing guidance and best practice such as Defra Construction Code of Practice for the Sustainable Use of Soils on Construction Sites.
The proposed route should consider the impact from travel planning for the construction traffic	✓				A transport and logistics study is underway and prior to construction a detailed traffic management plan will be developed. This will specify access routes, depending on the type of vehicle along certain roads and some smaller country lanes will be closed to all construction traffic. Discussions

Issue Raised by Topic	Stakeholder Group				Response from Cadent
	Prescribed Consultees	Businesses & Community Groups	Members of the Public	Other Consultees	
					with Local Highway Authorities are ongoing such that disruption is kept to a minimum.
Corridor East (Partington to the Central Hub)					
Suggestion that the pipeline route follow the route of HS2 as closely as possible to minimise impacts in Broomedge and Agden			✓		Following the route of HS2 would provide a similar option to the alternatives considered on the eastern side of the Project within Strategic Options B, C and D of the Routeing Study Report published with the consultation exercise. Whilst this option would remove construction activities in certain areas, it would not significantly reduce the overall pipeline length as links will still have to be made to the west, south and north with the associated construction activities.
Concern that the Project will add to the cumulative impact of other				✓	The Project will undertake a cumulative effects assessment

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development pressures in the area, most notably HS2					which will examine the effects of the project alongside those of any other relevant developments in the study area, including HS2. Further details on the cumulative effects assessment and how any cumulative effects could be mitigated will be provided in the PEIR which will be subject to statutory consultation.
Suggestion that the pipeline route avoids Spud Wood			✓		Consideration will be given to the avoidance of Spud Wood during the ongoing development of the East pipeline.
Suggestion that the route of the proposed pipeline follows that of an old raw oil pipeline to Carrington refinery	✓				Work is ongoing to identify the route of abandoned, existing and proposed 3rd party pipelines, cables, sewers, etc. and this information will be used to refine the route in consideration of all options.

Issue Raised by Topic	Stakeholder Group				Response from Cadent
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Suggestion that the Eastern Corridor is located further to the East			✓		The Eastern Corridor is located to allow potential connections to be made to the Warburton and Partington areas, where connections are available to both industrial customers and to the natural gas network which could allow blending of hydrogen into these networks to take place.
Concern about the route location and proposals for large housing developments planned near Partington			✓		The Applicant is aware of the development planned in the Partington area and this is being taken into consideration in the design of the Project.
Concern that the Project will be in close proximity to National Trust land and property interests with potential effects upon the setting of designated heritage assets				✓	The Project will be sited and designed to minimise impacts on heritage assets, including National Trust land and property, as far as possible. Further details on the impacts which may result and how these could be mitigated will be provided in the PEIR

Issue Raised by Topic	Stakeholder Group				Response from Cadent
	Prescribed Consultees	Businesses & Community Groups	Members of the Public	Other Consultees	
					which will be subject to statutory consultation.
Concern that the proposed route will travel through Warburton and Carrington Mosses with environmental and agricultural effects			✓		The Applicant is aware of these Mosses and their sensitive features, and they are being taken into consideration in its design. Our approach will be to try and avoid them wherever possible and if this is not possible in all cases then we will look to minimise disturbance and to mitigate any resulting effects. Further information will be presented in the PEIR for statutory consultation with a full assessment in the Environmental Statement (ES) which will accompany the application.
Concern that above ground structures and infrastructure associated with the proposed pipeline will be introduced to an				✓	The HAGIs will be sited and designed to minimise impacts on the landscape as far as possible. Further details on the impacts

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area of relatively flat farmed landscape					which may be experienced and how these could be mitigated will be provided in the PEIR which will be subject to statutory consultation.
Suggestion that the pipeline should be routed as far as possible from the residential area of Lower Whitley and avoid the wooded area to the South of Lower Whitley			✓		The route of the pipeline will take into consideration a number of constraints including protected mineral extraction around the village of Lower Whitley. Further details on the impacts which may be experienced and how these could be mitigated will be provided in the PEIR which will be subject to statutory consultation.
Corridor North (St Helens to the Central Hub)					
Request for clarification on whether the River Mersey would be crossed, and where crossings would be made			✓		The River Mersey will need to be crossed in potentially two locations within the Northern Corridor. We are working to

Issue Raised by Topic	Stakeholder Group				Response from Cadent
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					identify the crossing points and they will be identified within the documentation which will be provided at statutory consultation.
Concern about the loss of local playing fields to the project			✓		Local playing fields are being identified along the route and the design will aim to avoid these wherever possible. Similar consideration will be given to the siting of above ground infrastructure and the use of land for construction.
Suggestion that the pipeline route avoid the existing SABIC ethylene pipeline due to safety risks			✓		The Project design is identifying all pipelines and other utility infrastructure which the HyNet hydrogen pipeline could interact with. The design of any separation distances where the proposed pipeline runs parallel with, or crosses, any other utilities will follow all applicable UK

Issue Raised by Topic	Stakeholder Group				Response from Cadent
	Prescribed Consultees	Businesses & Community Groups	Members of the Public	Other Consultees	
					regulations, standards and codes of practices.
Suggestion that nomenclature used by Ordnance Survey incorrectly identifies a group of houses as a caravan park and that this should be considered within the routeing of the pipeline and the HAGI scoping exercises		✓			Any properties along the route will be investigated further to confirm their actual status. The pipeline route will be informed by site visits and surveys such that any potential inaccuracies in Ordnance Survey mapping will be identified.
Suggestion that the North Corridor contains a Development High Risk Area, as defined by the Coal Authority	✓				Coal Authority records are being considered in the design of the Project and any potential issues arising from land stability or other matters will be taken into account within the design.
Concern about the safety of the potential location of the pipeline, as it runs under the site used for Creamfields music festival in Daresbury			✓		The land referenced in the consultation responses as the Creamfields Festival site has been identified within the North Corridor. Discussions are taking

Issue Raised by Topic	Stakeholder Group				Response from Cadent
	Prescribed Consultees	Businesses & Community Groups	Members of the Public	Other Consultees	
					place with the landowners and festival operators on how to route the pipeline through this area.
Suggestion that the proposed pipeline is not routed near to residential properties in Daresbury			✓		The pipeline design will seek to avoid close proximities to residential properties wherever possible and will be sited to minimise impacts on local communities. No pipelines will run under houses. Further details on the impacts which may be experienced and how these could be mitigated will be provided in the PEIR which will be subject to statutory consultation.
Concern that local pipelines to the Carrington paper factory and/or power station may cause increased traffic congestion during construction		✓			The impact of traffic on both local communities and the environment is being considered as the design of the Project evolves. Further details on the impacts which may

Issue Raised by Topic	Stakeholder Group				Response from Cadent
	Prescribed Consultees	Businesses & Community Groups	Members of the Public	Other Consultees	
					be experienced and how these could be mitigated will be provided in the PEIR which will be subject to statutory consultation.
Suggestion that the proposed pipeline route should avoid areas of environmental value			✓		The route of the pipeline is being designed to avoid areas of environmental value wherever possible. Further details on the impacts which may result and how these could be mitigated will be provided in the PEIR which will be subject to statutory consultation.
Support for the routeing of the pipeline through North Corridor rather than the Southern Corridor	✓				Preference for the North Corridor is noted.
Suggestion that the North Corridor includes land consented for residential development at the former Linkway Distribution Park		✓			The North Corridor has been designed to avoid the Project at the Linkway site. The boundary here is however being reviewed

Issue Raised by Topic	Stakeholder Group				Response from Cadent
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					to make sure that no conflict emerges.
Concern about the impact of pipeline routeing in the North Corridor on a consented residential development at the former Linkway Distribution Park		✓			See response above.
Request for confirmation as to whether the potential North Corridor pipeline route would run across the site of the consented residential development at the former Linkway Distribution Park		✓			The North Corridor has been designed to avoid the Project at the Linkway site. The boundary here is however being reviewed to make sure that no conflict emerges.
Suggestion that the routeing of the North Corridor pipeline through the former Linkway Distribution Park would result in the delay in construction of new homes at the site		✓			See response above.

Issue Raised by Topic	Stakeholder Group				Response from Cadent
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Suggestion that the former Sankey Canal which may be crossed in the North Corridor is not full navigable	✓				The Sankey (St Helens) Canal will be crossed by a trenchless (underground method), thereby avoiding any impact on the canal or any future plans to re-open the waterway.
Suggestion that proposed works should not prejudice any possible future restoration of the former Sankey Canal	✓				See response above.
Suggestion that any crossing of the former Sankey Canal should be underground	✓				See response above.
Concern that route corridor A has been chosen due to cost only			✓		The Route Corridor Study identifies that Alternative A was selected after the consideration of a number of issues, including cost, environmental impacts and construction and operational requirements.

Issue Raised by Topic	Stakeholder Group				Response from Cadent
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Request to see proposals of routes into Knowsley, Widnes (Halton) and Sefton to align with local planning policies	✓				The pipeline routes are being proposed to link to customers which have confirmed they wish to take hydrogen from the 'Phase 2' stage of the HyNet project. There are currently no connections confirmed for the Knowsley, Widnes or Sefton areas. Any required pipeline extensions for additional connections will be considered as part of a later Phase 3 development.
Corridor South (Central Hub to Hydrogen Storage Facility)					
Concern about the proposed route in the south corridor near to Bostock due to existing salt mines and the proposals for HS2				✓	The Project is undertaking geotechnical investigations across all pipeline routes to determine suitability for soils for the pipeline and this will include for the presence of any existing salt mines. The Project is engaged with HS2 and the

Issue Raised by Topic	Stakeholder Group				Response from Cadent
	Prescribed Consultees	Businesses & Community Groups	Members of the Public	Other Consultees	
					crossing point will be carefully planned between HS2 and the Project.
Concern about the proximity of the proposed pipeline to aviation fuel pipes running through Little Leigh to Stanlow			✓		The design process is identifying all pipelines and other utility infrastructure which the Project could interact with. The design of any separation distances where the proposed pipeline runs parallel with, or crosses, any other utilities will follow all applicable UK regulations, standards and codes of practices.
Concern that the routeing of the pipeline to the east of Northwich close to existing pipelines would cause crowding and safety issues			✓		See response above.
Suggestion that land in the vicinity of Comberbach contains existing pipelines, electric cables and land drains			✓		See response above.

Issue Raised by Topic	Stakeholder Group				Response from Cadent
	Prescribed Consultees	Businesses & Community Groups	Members of the Public	Other Consultees	
Suggestion that land within the South Corridor contains existing pipelines, electric cables and land drains			✓		See response above.
Suggestion that the SABIC pipeline transporting ethylene is vulnerable to works			✓		See response above.
Objection to Spur four due to the location of Bradley Meadow Wood, Hawton Clough and Little Leigh Ponds local wildlife sites and an area of ancient woodland unless it can be demonstrated that these features would not be directly impacted				✓	The objection is noted and the potential impact of the spur on environmental designations will be considered in the selection process of the Spur. Whichever spur is chosen, the preliminary environmental effects will be reported within the PEIR which will be consulted upon at statutory consultation.
Objection to Spur two due to the location of five local wildlife sites, Witton Lime Beds SSSI and an area of ancient woodland in the				✓	See response above.

Issue Raised by Topic	Stakeholder Group				Response from Cadent
	Prescribed Consultees	Businesses & Community Groups	Members of the Public	Other Consultees	
spur route unless it can be demonstrated that these features would not be directly impacted					
Request for clarification on how a decision will be made on the preferred options			✓		Ongoing engineering and environmental work will be used alongside the non-statutory consultation responses received to determine the preferred route. Further information on the route and its preliminary environmental effects will be provided at statutory consultation.
Request for clarification on measures to mitigate the impacts of flooding from the River Weaver				✓	The Project will be sited and designed to take into account both its impact on areas of flood risk and the risk of flooding to the project itself. Further details on the impacts which may be experienced and how these could be mitigated will be provided in the PEIR which will be subject to statutory consultation. A Flood

Issue Raised by Topic	Stakeholder Group				Response from Cadent
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					Risk Assessment will also be prepared.
Suggestion that areas close to the River Weaver are prone to flooding				✓	See response above.
Request for clarification on the advantages and disadvantages of the two possible route options for the South Corridor			✓		**Section 4.5** of the Route Corridor Report issued for the non-statutory consultation provides details of the two options. Further technical and environmental work is being undertaken which alongside responses received to consultation will help to inform the selection of the preferred corridor. The choice will be presented at statutory consultation.
Request for further information on the interaction with the HS2 route			✓		Contact has been made with HS2 and will continue throughout the project, to ensure that all interfaces are identified and appropriately addressed.

Issue Raised by Topic	Stakeholder Group				Response from Cadent
	Prescribed Consultees	Businesses & Community Groups	Members of the Public	Other Consultees	
Request for information and assurances regarding appropriate safety measures for construction and operation in areas of land previously affected by brine extraction	✓				The Project is undertaking geotechnical investigations across all pipeline routes to determine suitable ground conditions for the pipeline. The pipelines will be constructed and reinstated using best practice methods and in accordance with design codes and standards. Canals will be crossed using trenchless methods to minimise disturbance and settlement risk.
Suggestion that land below the Trent and Mersey Canal through Dutton is steep and unstable				✓	See response above.
Request for more information about the approach to construction of the proposed pipeline in the area south of Northwich between Moulton and Bostock Green				✓	Further details of the construction methods to be employed will be presented in the statutory consultation documents.

Issue Raised by Topic	Stakeholder Group				Response from Cadent
	Prescribed Consultees	Businesses & Community Groups	Members of the Public	Other Consultees	
Suggestion that detailed routeing could avoid the local wildlife sites, areas of ancient woodland, peatlands and priority habitats located in the Option A route corridor				✓	The environmental impact of the two options will be a consideration in the route selection process. Whichever option is chosen, the pipeline will be sited and designed to minimise impacts on the environment as far as possible. Further details on the impacts which may result and how these could be mitigated will be provided in the PEIR which will be subject to statutory consultation. In the case of ancient woodland, it will be avoided where possible and mitigations put in place if necessary to minimise disturbance.
Suggestion that land between the Trent and Mersey Canal and the A533 contains areas of ancient woodland, including Dutton Dean				✓	Areas of ancient woodland will be avoided by the pipeline routes if possible and mitigations would be

Issue Raised by Topic	Stakeholder Group				Response from Cadent
	Prescribed Consultees	Businesses & Community Groups	Members of the Public	Other Consultees	
					put in place to minimise disturbance.
Suggestion that Option A contains fewer identified ecological features and no designated sites of international or national importance				✓	The environmental impact of the two options will be a consideration in the route selection process. Whichever option is chosen, the pipeline will be sited and designed to minimise impacts on the environment as far as possible. Further details on the impacts which may result and how these could be mitigated will be provided in the PEIR which will be subject to statutory consultation.
Concern about the adverse impacts of Option A on local wildlife sites dissected and watercourses crossed by the route				✓	See response above.

Issue Raised by Topic	Stakeholder Group				Response from Cadent
	Prescribed Consultees	Businesses & Community Groups	Members of the Public	Other Consultees	
Suggestion that Option B contains a significant number of important ecological features within and adjacent to the route corridor				✓	See response above.
Suggestion that Option B could be routed between Mill Wood and the Mill Bottoms and Peover Eye local wildlife sites to avoid directly impacting local ecological features				✓	See response above.
Support for the Northwich spur via Option B crossing the Weaver Navigation away from the Anderton Boat Lift	✓				See response above.
Suggestion that route option A is the least preferred route option due to the number of crossings of Canal and River Trust waterways and associated impacts	✓				The watercourse crossings needed by the two options will be a consideration in the route selection process. Whichever option is chosen, the pipeline will be sited and designed to minimise impacts on any such crossings as far as possible.

Issue Raised by Topic	Stakeholder Group				Response from Cadent
	Prescribed Consultees	Businesses & Community Groups	Members of the Public	Other Consultees	
					Further details on the environmental impacts which may result and how these could be mitigated will be provided in the PEIR which will be subject to statutory consultation.
Suggestion that Spur one contains Beach Hill Wood ancient woodland and Barnton Cut Wood local wildlife site, as well as areas of open mosaic habitat				✓	The potential impact of the spur on environmental designations will be considered in the selection process of the Spur. In general, the Project will seek to avoid areas of ancient woodland. If there are any cases where this is not possible then mitigation measures would be put in place to minimise disturbance.
Suggestion that Spur one could be routed to avoid directly impacting on Beach Hill Wood ancient woodland, Barnton Cut Wood local wildlife site and open mosaic habitat				✓	See response above.

Issue Raised by Topic	Stakeholder Group				Response from Cadent
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Suggestion that Spur three can be routed to avoid impacting on the adjacent Pump House Wood nature reserve				✓	Detailed route design work within the identified corridors will seek to avoid any environmentally sensitive areas where this is possible. The PEIR which will be published at statutory consultation will provide a preliminary assessment of the environmental effects and proposals for mitigation.
Suggestion that Spur three contains the least number of important ecological features of the four proposed spurs				✓	The comment is noted. The presence, or otherwise, of ecological features will be considered in the decisions on which options to select.
Suggestion that the area of Option B northeast of Northwich contains a concentration of ecological features, including Plumley Lime Beds SSSI, local willdife sites, areas of ancient woodland, Holford				✓	See response above.

Issue Raised by Topic	Stakeholder Group				Response from Cadent
	Prescribed Consultees	Businesses & Community Groups	Members of the Public	Other Consultees	
Moss peatland and parcels of priority habitat					
Suggestion that the Hydrogen Storage Facility be sited close to the existing Holford gas storage facility and be fed by a spur			✓		The location of the 19 gas storage caverns that will be used for hydrogen storage was selected by the storage operator Inovyn and is subject to a separate gas storage project DCO. Due to the size of pipeline required this cannot be managed by a smaller spur pipeline.
Suggestion that the pipeline be routed to the north of the River Weaver				✓	The pipeline routes will be selected using a range of criteria to ensure all technical and environmental matters are duly considered. The Project is also undertaking geotechnical investigations to determine suitable ground conditions for the pipeline and to identify any mitigations required to ensure long term pipeline stability.

Issue Raised by Topic	Stakeholder Group				Response from Cadent
	Prescribed Consultees	Businesses & Community Groups	Members of the Public	Other Consultees	
Suggestion that the pipeline be routed to the north of the Trent and Mersey Canal due to the fragility of the canal				✓	The Project is undertaking geotechnical investigations to determine suitable ground conditions for the pipeline. The pipelines will be constructed and reinstated using best practice methods and in accordance with design codes and standards. Canals will be crossed using trenchless methods to minimise disturbance and settlement risk.
Suggestion that the pipeline not be installed in the Weaver Valley due to the sloping nature of the land and potential associated environmental risks		✓			The pipeline routes will be selected using a range of criteria to ensure all technical and environmental matters are duly considered. The Project is undertaking geotechnical investigations to determine suitable ground conditions for the pipeline and to identify any mitigations required to ensure long term pipeline stability.

Issue Raised by Topic	Stakeholder Group				Response from Cadent
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Suggestion that the spur avoid the designated Anderton Boat Lift	✓				If a spur is chosen which passes close to the Anderton Boat lift, the spur will be sited and designed to minimise impacts on heritage assets as far as possible. Further details on the impacts which may result and how these could be mitigated will be provided in the PEIR which will be subject to statutory consultation.
Suggestion that the Trent and Mersey Canal lacks a regular maintenance programme and has been known to breach.				✓	This comment is noted.
Suggestion that there a significant number of important ecological features within both route options of the South Corridor				✓	Whichever corridor option is selected, the pipeline will be sited and designed within it to minimise impacts on the environment as far as possible. Further details on the impacts which may result and how these could be mitigated will be provided in the PEIR which

Issue Raised by Topic	Stakeholder Group				Response from Cadent
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					will be subject to statutory consultation.
Suggestion that there is unstable ground in Barnton to the north of the Trent and Mersey Canal which should be mitigated against	✓				The pipeline routes will be selected using a range of criteria to ensure all technical and environmental matters are duly considered. The feedback is noted, and the Applicant is undertaking geotechnical investigations across all pipeline routes to determine suitable ground conditions for the pipeline and to identify any mitigations required to ensure long term pipeline stability.
Support for Option B	✓			✓	The comments are noted and will be given due consideration in the selection of the preferred corridor option.
Support for Spur three				✓	See response above.

Issue Raised by Topic	Stakeholder Group				Response from Cadent
	Prescribed Consultees	Businesses & Community Groups	Members of the Public	Other Consultees	
Corridor West (Stanlow to the Central Hub)					
Suggestion that hydrogen blending take place closer to Stanlow			✓		Hydrogen blending is limited to locations on the existing gas network that is suitable for development to accommodate distribution at scale.
Request for clarification on the purpose of the two pipeline spurs on the map running along Lower Rake Lane and Straight Length in Helsby and Frodsham, respectively			✓		The two spurs identified would not be pipeline spurs but would be used for access by construction vehicles. The boundary of the development shown must include all access points, from the public highway to the pipeline itself, that are needed to undertake the construction works.
Request for further information about the proposals in the area of Bartington Flood Plains and the River Weaver			✓		Further information will be made available during the statutory consultation exercise which can be used to inform further feedback.

Issue Raised by Topic	Stakeholder Group				Response from Cadent
	Prescribed Consultees	Businesses & Community Groups	Members of the Public	Other Consultees	
Concern that the Runcorn Golf Course will be closed due to the proposed development			✓		Runcorn Golf Club is located within the Runcorn Spur on the West Corridor. The proposed spur would pass through the golf course between Rocksavage Way and the access road into the Heath Business Park, using open cut construction. Potentially seven of the golf course's holes could be directly affected by the works, which would be expected to last for up to six months, which would be over the spring/summer period to avoid bad weather disrupting construction. These holes would then be restored and re-seeded and it is likely to be the following year when growth is sufficient to allow play to proceed again. A further four holes could also lose their access during the 6 months, while construction works are ongoing. While it may be possible for some holes to be

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					configured to provide additional holes during the disruption, it is expected that there would be a high magnitude of effect on the golf course. The golf course is considered to be a medium/high sensitivity receptor and therefore a major adverse and significant effect would occur.
Identification of 4 underground pipes located within the Runcorn Golf Course			✓		The design process is identifying all pipelines and other utility infrastructure which the Project could interact with. The design of any separation distances where the proposed pipeline runs parallel with, or crosses, any other utilities will follow all applicable UK regulations, standards and codes of practices.
Request for clarification on the siting of storage facilities			✓		A permission already exists for natural gas storage in cavities at the Holford Brinefield. It is

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					proposed that the permission for this storage is amended to include hydrogen storage. That application would be separate to this application. Further details of the cavities to be used are available at: hiips://infrastructure.planninginspectorate.gov.uk/projects/north-west/keuper-gas-storage-project/
Identification of four water washed lines near the Plumley underground storage facility			✓		The design process is identifying all pipelines and other utility infrastructure which the Project could interact with. The design of any separation distances where the proposed pipeline runs parallel with, or crosses, any other utilities will follow all applicable UK regulations, standards and codes of practices.
Concern that the area near to Whitley is liable to flooding			✓		The Project will be sited and designed to take into account

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					both its impact on areas of flood risk and the risk of flooding to the project itself. Further details on the impacts which may be experienced and how these could be mitigated will be provided in the PEIR which will be subject to statutory consultation. A Flood Risk Assessment will also be prepared.
Suggestion that land adjacent to the River Weaver is prone to flooding in the winter	✓				See response above.
Concern that construction access to land near to Whitley is not suitable for heavy machinery due to small roads and weight limits on a bridge			✓		The construction access routes and associated traffic numbers will be identified as will the capability of the road network to accommodate them. Further details on the impacts which may be experienced and how these could be mitigated will be provided in the PEIR which will

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					be subject to statutory consultation. A process of engagement and consultation with the relevant highway authorities is underway with the aim of agreeing the methodologies for assessment and the construction access routes.
Consideration should be given to the use of the disused railway near Hartford Golf Club alongside existing fuel pipeline			✓		The suggestion is noted and will be considered in the detailed pipeline routeing work.
Suggestion that the proposed pipeline route follows existing infrastructure such as the M56			✓		The pipeline routes will be selected using a range of criteria to ensure all technical and environmental matters are duly considered. The West corridor route largely follows the M56 corridor where possible with consideration of other constraints in this area.

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Suggestion that the route of the proposed pipeline should avoid areas of environmental value			✓		The HAGIs and pipeline will be sited and designed to minimise impacts on the environment as far as possible. Further details on the impacts which may result and how these could be mitigated will be provided in the PEIR which will be subject to statutory consultation.
Suggestion that further information is required to make comments on the West Corridor			✓		Noted. Further information will be made available during statutory consultation which can then be used to inform subsequent comments.
Suggestion that the proposed pipeline route should avoid key roads and commuter corridors			✓		Due to the linear nature of the pipeline route, it will need to cross key roads in certain places. However all major road crossings would be undertaken by trenchless crossings to avoid disturbance on the road network.

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Suggestion that land below the Trent and Mersey Canal is steep and unstable	✓				The pipeline routes will be selected using a range of criteria to ensure all technical and environmental matters are duly considered. The project is undertaking geotechnical investigations across all pipeline routes to determine suitable ground conditions for the pipeline and to identify any mitigations required to ensure long term pipeline stability. Canals will be crossed using trenchless methods to minimise disturbance and settlement risk. Consultation is being held with CRT and with the owners of similar assets with the aim of agreeing the techniques by which their infrastructure would be crossed.
Concern that the impact of disturbance as a result of the project could adversely impact on	✓				The pipeline routes will be selected using a range of criteria to ensure all technical and

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the poorly maintained Trent and Mersey Canal					environmental matters are duly considered. The Project is undertaking geotechnical investigations across all pipeline routes to determine suitable ground conditions for the pipeline and to identify any mitigations required to ensure long term pipeline stability. Canals will be crossed using trenchless methods to minimise disturbance and settlement risk. Consultation is being held with CRT and with the owners of similar assets with the aim of agreeing the techniques by which their infrastructure would be crossed.
Suggestion that land between the Trent and Mersey Canal and the A533 contains areas of designated ancient woodland owned by the Woodland Trust	✓				The environmental impact of the two options will be a consideration in the route selection process. Whichever option is chosen, the pipeline will be sited and designed to

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					minimise impacts on the environment as far as possible. Further details on the impacts which may result and how these could be mitigated will be provided in the PEIR which will be subject to statutory consultation. In the case of ancient woodland, it will be avoided where possible and mitigations put in place if necessary to minimise disturbance.
Suggestion that land south of the A533 contains many undulations and dips such as Dutton Hollows	✓			✓	The topography of land along route will be a consideration in the design and route of the pipeline.
Request for clarification on the purpose of the two pipelines running southwards from the West Corridor along Lower Rake Lane and Straight Length in Frodsham			✓		The two spurs identified would not be pipeline spurs but would be used for access by construction vehicles. The boundary of the development

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					shown must include all access points, from the public highway to the pipeline itself, that are needed to undertake the construction works.
Identification of the high pressure fuel pipelines in close proximity to the proposed development		✓			The Project design is identifying all pipelines and other utility infrastructure which the pipeline could interact with. The design of any separation distances where the proposed pipeline runs parallel with, or crosses, any other utilities will follow all applicable UK regulations, standards and codes of practices.
Suggestion that the pipeline should cross the river weaver and be routed along the river bank eastwards towards Northwich			✓		The pipeline routes will be selected using a range of criteria to ensure all technical and environmental matters are duly considered. The Project is undertaking geotechnical investigations across all pipeline

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					routes to determine suitable ground conditions for the pipeline and to identify any mitigations required to ensure long term pipeline stability. The maintenance and integrity of pipelines are considered as part of the design process which may rule out the installation along the river bank.
Request for no additional pipelines to be located within respondents property due to drainage issues, land value reduction and blight which cannot be compensated			✓		The pipeline routes will be selected using a range of criteria to ensure all technical and environmental matters are duly considered. The Project is undertaking geotechnical investigations across all pipeline routes to determine suitable ground conditions for the pipeline. The pipelines will be constructed and reinstated using best practice methods and in accordance with design codes and standards. No

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					pipelines will be placed under residential properties.
Suggestion that the route through the Western Corridor avoid the zone of influence of the Dutton Canal Tunnel	✓				The zone of influence of the Dutton Canal Tunnel will be considered in the routeing of the pipeline.
Proposal to use the existing pipelines rather than introducing new infrastructure			✓		In order to use existing pipelines, those pipelines would need to connect to the correct locations where hydrogen is to be produced, stored and used, the pipelines would need to be unused at this time and they would need to be of an appropriate standard to carry hydrogen. The complexities involved across these three options mean that it is not considered to be a viable option.
The AGI's between Stanlow and the Central Hub are not required			✓		The HAGIs proposed between Stanlow and the Central Hub are

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					required to allow connections to be made to the main pipeline and the industrial customers of the hydrogen identified in this area.
DCO and Wider Planning Issues					
Suggestion that the proposals contradict local authority plans to improve the local area			✓		The proposals will be considered against relevant local authority plans and policies as material considerations in the decision making process. This will include a consideration of how the pipeline will provide benefits, alongside any impacts that the construction or operation may bring. As with all planning or DCO applications, the final decision be judged on a balance of all of these matters by the Planning Inspectorate.
Suggestion that the proposals should not be considered until			✓		The design, construction and operation of the proposed

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safety concerns are understood and planned for					pipeline will follow all applicable UK regulations, standards and codes of practices in relation to safety.
If the proposals prejudices the loss or leads to the loss of use of land used as a playing field (within 5 years) any subsequent application and consultation with Sport England will be a statutory requirement	✓				The proposed assessment will take account of sports pitches and playing fields and the sporting and recreational activities which take place on them. Such facilities are to be avoided wherever possible and further details of the identification and assessment of the proposal against these features will be continued with the PEIR which will be subject to statutory consultation.
Interfaces between HS2 and the proposed development will be required in several locations throughout the Cheshire region		✓			Discussions with HS2 are ongoing such that the design, construction and programme of the projects (should they be concurrent) can be coordinated to

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					minimise disruption and cumulative impact.
Legal agreements and protective provisions will be required within the DCO between HS2 and the proposed development		✓			Contact has been made with HS2 and will continue throughout the Project, to ensure that all interfaces are identified and appropriately addressed.
Request for the required protective provisions to be applied to the Exolum high pressure fuel pipelines in close proximity to the proposed development		✓			Contact has been made with Exolum and will continue throughout the Project, to ensure that all interfaces are identified and appropriately addressed.
The HyNet proposals do not meet the ambitions of Liverpool City region and should be increased and accelerated	✓				The current proposals form Phase 2 of the wider HyNet scheme. The parameters of Phase 2 have been identified from the confirmed interest received by the Applicant from customers of the hydrogen to be supplied. The future expansion of HyNet across the wider region to

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					be considered in Phase 3 which will be programmed around the progress of Phase 2 and the confirmation of other users in the future.
Request for clarification on why a carbon pipeline is not proposed in the same corridor as the Hydrogen pipeline, to benefit from a single route plan	✓				The proposed pipelines connect different customers to different storage locations and therefore cannot follow the same corridor. In the area where the proposed pipelines would be close, the requirement to maintain a suitable separation distance between them, and presence of existing utilities, limits opportunities to follow the same corridor.
Environment					
Any non-ancient woodlands affected by the proposed development should be reviewed				✓	Noted. Surveys of habitats are being undertaken in areas where there is potential for these to be

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to ensure any areas of potentially unmapped ancient woodland are taken in to account					significantly affected by the Project, which will identify the habitat types present including ancient woodland. Where there is potential for significant effects, these would be subject to further consideration and assessment in the EIA, and mitigation included as appropriate.
As part of the development of the project, greater consideration should be given to Moore Nature Reserve and Reservoir as a recreational facility and wildlife haven			✓		Noted. Surveys of habitats and protected species are being undertaken in areas where there is potential for these to be significantly affected by the Project. Where there is potential for significant effects these would be subject to further consideration and assessment in the EIA.
Concern about the cumulative impact of the proposed development, the Tata incinerator			✓		The contribution of existing emissions sources to local air quality will be accounted for

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and HS2 on local air quality in Northwich					through the use of the Defra background pollution maps in the assessment, which are based on the National Atmospheric Emissions Inventory (NAEI). Further details of potential Air Quality impacts will be included in the PEIR which will be published at statutory consultation.
Concern about the cumulative noise impact of the proposed development, the Tata incinerator and HS2 on Northwich			✓		The noise and vibration assessment will consider other developments which could result in a cumulative impact and combined effect will be assessed in accordance with the relevant standards commensurate with the level of detail available at the time of the assessment. Further details of potential noise impacts will be included in the PEIR which will be published at statutory consultation.

Issue Raised by Topic	Stakeholder Group				Response from Cadent
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Concern about the effects of proposed development on endangered wildlife and birds including reserves on Carrington and Warburton Mosses		✓			Noted. Biodiversity surveys are being undertaken in areas where there is potential for features to be significantly affected by the Project. Where there is potential for significant effects, these would be subject to further consideration and assessment in the EIA with the identification of mitigation where required.
Concern about the effects of the proposed development on historic and environmental factors between the M56 and the Central Hub			✓		The EIA will include an assessment of effects to the historic environment, with measures to minimise or mitigate effects to be identified where required. The results of the preliminary assessment will be presented within the Preliminary Environmental Impact Report which will be published at statutory consultation.

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Historic assets must be considered in the design and construction of the proposed development to protect the historic character and importance of these assets	✓				See response above.
Concern about the effects of the proposed development on species and habitats between the M56 and the Central Hub			✓		Noted. Biodiversity surveys of species and habitats are being undertaken in areas where there is potential for these to be significantly affected by the Project. Where there is potential for significant effects these would be subject to further consideration and assessment in the EIA, and mitigation identified where required. The results of the preliminary assessment will be presented within the PEIR which will be published at statutory consultation.

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Concern about the impact of the Central Hub on local biodiversity and nature conservation		✓			See response above.
Concern that the project will cause unavoidable impact to wildlife		✓			See response above.
Request for clarification on whether any wildlife studies have been carried out			✓		See response above.
Concern about the impact of noise pollution from the proposed Central Hub on local wildlife and neighbouring residents			✓		Both residences and biodiversity receptors will be included within the noise and vibration assessment. Where there is potential for significant effects these would be subject to further consideration and assessment in the EIA, and mitigation identified where required.
Concern about the impact of operation noise from the Central Hub on local residents		✓			Local residential receptors will be included within the noise and vibration assessment. Where

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					there is potential for significant effects these would be subject to further consideration and assessment in the EIA, and mitigation identified where required.
Concern about the impact of operational noise from the Central Hub on the local area		✓			See response above.
Concern about the impact of the Central Hub on ancient hedgerows		✓			Noted. Surveys of habitats are being undertaken in areas where there is potential for these to be significantly affected by the Project, which will include identifying important hedgerows. Where there is potential for significant effects these would be subject to further consideration and assessment in the EIA.

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	Prescribed Consultees	Businesses & Community Groups	Members of the Public	Other Consultees	
Concern about the impact of the Central Hub on protected native species		✓			Noted. Surveys of protected species are being undertaken in areas where there is potential for these to be significantly affected by the Project. Where there is potential for significant effects these would be subject to further consideration and assessment in the EIA and identify mitigation where required.
Concern about the visual impact of the project on the non-industrial character of Dutton Hall Court and surrounding areas		✓			The Project will be sited and designed to minimise impacts on local communities as far as possible including from visual impact. Further details on the impacts which may be experienced by local communities and how these could be mitigated (including by potential screening) will be provided in the PEIR which will be subject to statutory consultation.

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Concern that burning hydrogen produces higher levels of nitrogen dioxide than methane		✓			It is anticipated that the nitrogen dioxide concentrations created form the use of hydrogen will be comparable to natural gas, but the concentration is dependent on the equipment used. All industrial and power generation sites supplied with hydrogen (as part of HyNet) will be regulated by the Environment Agency, which has strict emissions limits for NOx, which are likely to further tighten over time. Therefore plants burning hydrogen will need to install appropriate equipment to meet these limits. Domestic equipment supporting hydrogen use will need to meet the same regulations as natural gas, with regard to nitrogen dioxide emissions. The Heating and Hot Water Industry Council are

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					currently undertaking related trials with industry partners.
Concern that the Project will have a detrimental impact and/or loss of numerous ancient woodlands, veteran trees and Woodland Trust sites				✓	Areas of ancient woodland, veteran trees and trust sites will be avoided by the pipeline routes if possible and mitigations would be put in place to minimise disturbance.
Concern that the Project will result in permanent fragmentation of ancient woodland due to the removal of adjacent semi-natural habitats				✓	Noted. Where there is potential for significant effects these would be subject to further consideration and assessment in the EIA. This will include consideration of the effect of loss and fragmentation of habitat, and identify mitigation where required. A preliminary assessment will be reported in the PEIR which will be published at statutory consultation.

Issue Raised by Topic	Stakeholder Group				Response from Cadent
	Prescribed Consultees	Businesses & Community Groups	Members of the Public	Other Consultees	
Concern that the proposals would have an adverse impact on local green belt land			✓		The HAGIs will be sited and designed to minimise impacts on the Green Belt as far as possible. Further details on the impacts which may be experienced and how these could be mitigated will be provided in the PEIR which will be subject to statutory consultation. The pipeline would be placed underground such that potential impacts upon the green belt would be during construction only.
Concern that the proposed Central Hub will result in the loss of agricultural land			✓		Effects on agricultural land are being considered in the PEIR and EIA assessments. The location of the Central Hub will be influenced by the route of the connecting pipelines and engineering requirements in addition to a number of environmental considerations. The quality of agricultural land will inform the

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					decision as to an appropriate location along with these other relevant factors.
Concern that the proposed development will impact the historic environment within Lower Whitley			✓		Consideration will be given to the potential for effects upon the historic environment consistent with national planning policy. The Preliminary Environmental Information Report and subsequent Environmental Statement will report upon the potential for effects during both construction and operation of the Project.
Concern that the proposed development will impact the historic environment within Whitley			✓		See response above.
Concern that the replacement of natural gas with hydrogen would only slightly decrease emissions due to the need to burn more			✓		The PEIR, which will be provided at statutory consultation, will include an initial Greenhouse Gas emissions assessment followed

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hydrogen because of its lower calorific value					by further detailed analysis in the EIA. This will identify the change in emissions which would result from the Project. The Project is intended to transport hydrogen, it does not include for its production and it will be able to receive hydrogen from any production source, including green hydrogen.
Concern that the routeing of the pipelines will cross large areas of greenbelt in the North West			✓		The potential impacts on the Green Belt concern HAGI only as the pipeline will be underground. The potential impacts on the Green Belt associated with HAGI will be taken into account in a systematic fashion that is in accordance with best practice. The assessments of Green Belt impacts will consider reasonable options for the siting of HAGIs in specific localities, helping to

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					inform a balanced view of likely environmental effects.
Identification of ancient woodland areas to the south of the A533		✓			The location of ancient woodlands across the study area have been mapped and these areas will be avoided wherever possible. Mitigation will be put in place to minimise disturbance.
Mitigation measures should be considered to alleviate impacts on ancient woodland from detrimental edge effects				✓	See response above.
Request for all areas of saltmarsh to remain excluded from the scoping boundary				✓	Noted. The Project is being designed to avoid and minimise impacts on priority habitats such as coastal saltmarsh. Surveys of habitats are being undertaken in areas where there is potential for these to be significantly affected by the Project. Where there is potential for significant effects

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					these would be subject to further consideration and assessment in the EIA. This will include consideration of the effect of loss and fragmentation of habitat, and identify mitigation where required.
Request for all local wildlife sites to be excluded from the scoping boundary				✓	Noted. The Project is being designed to avoid and minimise impacting Local Wildlife Sites. Surveys of species and habitats in Local Wildlife Sites are being undertaken in areas where there is potential for these to be significantly affected by the Project. Where there is potential for significant effects these would be subject to further consideration and assessment in the EIA. This will include consideration of the effect of loss and fragmentation of LWS and identify mitigation where required.

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Request for ancient woodland and deep peat deposits to be excluded from the scoping boundary				✓	Noted. The Project is being designed to avoid and minimise impacting sensitive habitats. Surveys of habitats are being undertaken in areas where there is potential for these to be significantly affected by the Project and these include for the identification of ancient woodlands and areas of peat. Where there is potential for significant effects these would be subject to further consideration and assessment in the EIA, and mitigation identified where required. In the case of peat, if it is not possible to totally avoid such areas then methods of construction will be informed by its presence and adapted where appropriate.
Request for clarification on whether any trees would be			✓		Noted. An arboricultural survey will be undertaken in areas where

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removed for the pipeline and associated infrastructure					there is potential for trees to be significantly affected by the Project. This will be presented as an appendix to the Environmental Statement which will be submitted with the application. Where there is potential for effects these would be subject to further consideration and assessment in the EIA, and mitigation identified where required.
Request for notable trees to be identified, retained and afforded a suitable root protection area, in line with Natural England and Forestry Commissions advice				✓	See response above.
Request for information on how listed structures on the Sankey Canal will be preserved and enhanced in line with national planning policy	✓				The presence of the Sankey Canal and its historic features has been noted and the Project will seek to avoid any significant effects.

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Request for more information about the approaches to be applied to minimise the impacts of construction and operation of the proposed development on wildlife and the environment	✓				Noted additional information will be provided in the PEIR which will be published at statutory consultation. Biodiversity surveys of species and habitats are being undertaken in areas where there is potential for these to be significantly affected by the Project. Where there is potential for significant effects these would be subject to further consideration and assessment in the EIA, mitigation identified to avoid or minimise impacts.
Request for more information on mitigation and offsetting measures to be applied to support the projects effects on biodiversity post construction			✓		See response above.

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Request for more information about the long and short term impact on biodiversity around the Mersey			✓		Noted, additional information will be provided in the PEIR which will be published at statutory consultation. Surveys of species and habitats within those parts of the study area around the Mersey are being undertaken where there is potential for these to be significantly affected by the Project. The ES will assess the likely impacts on habitats and species identified as having biodiversity value, during construction, operation and decommissioning of the Project.
Request for more information on the protection of sensitive ecological area including the River Weaver, the Weaver Navigation and the Trent and Mersey Canal during and post construction			✓		Noted, additional information will be provided in the PEIR which will be published at statutory consultation. Biodiversity surveys of species and habitats are being undertaken in those parts of the study area which includes the waterbodies referred to. Where

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					there is potential for these to be significantly affected by the Project. Where there is potential for significant effects these would be subject to further consideration and assessment in the EIA, and identify mitigation to avoid or minimise impacts, both during construction and in operation.
Suggestion for the consideration of impacts on nearby access land, common land, public rights of way and coastal access routes	✓				All recreational routes and access/common land that falls within the study area and Zone of Theoretical Visibility (ZTV) will be assessed in the Landscape and Visual Impact Assessment (LVIA). Direct impacts will also be identified and assessed and these will include impacts upon any open access land. A Public Rights of Way Management Plan will identify all affected PRoWs and areas of open access and/or

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					common land and it will identify the management measures proposed. A preliminary document will be published at statutory consultation.
Suggestion for the consideration of links to existing green spaces to enhance and improve access	✓				The Project will consider the potential to maintain and where appropriate enhance green space connectivity.
Suggestion for the consideration of links to other green networks and urban fringe areas to create wider green infrastructure	✓				Noted. Mitigation to avoid or minimise impacts, both during construction and in operation will be identified. Any habitat creation that takes place as part of the Project will seek to increase habitat connectivity and align with strategic habitat conservation initiatives such as the Natural England National Habitat Network.

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Suggestion for the consideration of potential impacts on any nearby National Trails	✓				All national trails that fall within the study area and Zone of Theoretical Visibility (ZTV) will be assessed in the Landscape and Visual Impact Assessment (LVIA). There are no national trails directly affected by the PEIR order limits and as such these are will not considered in the Preliminary PRoW Management Plan (PRoWMP) which will be prepared and published at statutory consultation. Some Regional trails will be included in the PRoWMP.
Suggestion for the creation of a new pond as part of the proposed development	✓				Where there is potential for significant effects these would be subject to further consideration and assessment in the EIA, and mitigation identified to avoid or minimise impacts, both during construction and in operation. Any habitat creation that takes

Issue Raised by Topic	Stakeholder Group				Response from Cadent
	Prescribed Consultees	Businesses & Community Groups	Members of the Public	Other Consultees	
					place as part of the Project will be described in the ES and align with best practice habitat conservation initiatives. The Applicant is looking to start discussions with Natural England regarding District Licensing.
Suggestion for the incorporation of swift and bat boxes in the designs of new buildings	✓				Where there is potential for significant effects these would be subject to further consideration and assessment in the EIA, and mitigation identified to avoid or minimise impacts, both during construction and in operation. Any habitat creation that takes place as part of the Project will be described in the ES and align with best practice habitat conservation initiatives. The Applicant is looking to start discussions with Natural England regarding District Licensing.

Issue Raised by Topic	Stakeholder Group				Response from Cadent
	Prescribed Consultees	Businesses & Community Groups	Members of the Public	Other Consultees	
Suggestion for the planting of trees characteristic to the local area as part of the proposed development	✓				See response above.
Suggestion for the restoration of neglected environmental features as part of the proposed development	✓				Noted. Where there is potential for significant effects these would be subject to further consideration and assessment in the EIA, and mitigation identified to avoid or minimise impacts, both during construction and in operation. Such mitigation would consider existing opportunities where present. Any habitat creation that takes place as part of the Project will be described in the ES and align with best practice habitat conservation initiatives.
Suggestion for the restoration of neglected hedgerows as part of the proposed development	✓				See response above.

Issue Raised by Topic	Stakeholder Group				Response from Cadent
	Prescribed Consultees	Businesses & Community Groups	Members of the Public	Other Consultees	
Suggestion for the use of native plants in landscape schemes to provide better nectar and seed sources for bees and birds	✓				See response above.
Suggestion that a Landscape and Visual Impact Assessment be provided with the proposal where impacts are likely to be significant	✓				A Landscape and Visual Impact Assessment (LVIA) will be provided to cover the construction and operational phases of the HAGI and surrounding land. In addition, a construction phase LVIA will be undertaken of construction compounds and land surrounding them where the size, level of activity, structures/materials stored and duration could result in the potential for significant landscape or visual effects. In order to ensure that all potentially significant effects are captured a precautionary approach will include all areas of the pipeline that are located within higher

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					sensitivity landscapes i.e. local landscape designations.
Suggestion that acoustic barriers such as vegetation and buildings be erected to mitigate noise impacts on horses				✓	The effect on livestock and any mitigation required will be considered, however, it should be noted that there is no accepted level at which health effects occur on other animals.
Suggestion that additional street trees be planted as part of the proposed development	✓				The majority of opportunities for planting as part of the Project are likely to be associated with the HAGIs and located away from public highways, however in urban settings e.g. St. Helens there could be opportunities for some new tree planting adjacent to the public streets but this would need to come forward with the agreement of the local highway authority. It is however more likely that landscaping schemes close to the pipeline

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					would consider low lying vegetation so that the roots would not affect the pipeline.
Suggestion that all existing public rights of way be identified and safeguarded		✓			All PRoW crossed by the pipeline route will be identified at an early stage and where practical will be avoided. Where PROW's are affected by the project then all relevant legal permissions will be obtained including the provision of temporary diversions where necessary. In a limited number of locations and for minimum time periods it may be necessary to close a PROW where no practicable and safe alternative is available. A preliminary PRoWMP will be prepared for publication at statutory consultation. This will identify the management measures proposed.

Issue Raised by Topic	Stakeholder Group				Response from Cadent
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Suggestion that detailed assessment of temporary diversions of public rights of way during the construction period be undertaken		✓			See response above.
Suggestion that any development near to ecological features include measures to mitigate impacts on biodiversity while enhancing overall condition and achieving BNG				✓	Noted. Where there is potential for significant effects these would be subject to further consideration and assessment in the EIA, and identify mitigation to avoid or minimise impacts, both during construction and in operation. Any habitat creation that takes place as part of the Project will be described in the ES and align with best practice habitat conservation initiatives. As part of that assessment, BNG would be considered and applied where appropriate.
Suggestion that biodiversity net gain be delivered as part of the				✓	See response above.

Issue Raised by Topic	Stakeholder Group				Response from Cadent
	Prescribed Consultees	Businesses & Community Groups	Members of the Public	Other Consultees	
project's specific environmental commitments					
Suggestion that any further Local Nature Recovery Strategies or the National Nature Recovery Network published during the development of the project be considered in the design of environmental elements				✓	Noted. Any updates to such strategies which are pertinent to the Project would be considered when designing environmental mitigation.
Suggestion that Biodiversity Net Gain is delivered on the project using the DEFRA 3.0 metric and associated good practice principles and guidance				✓	Noted. It is currently the applicants intentions to use the Defra Biodiversity Metric version 3.1 to calculate biodiversity losses and gains and to report the results within the ES. This will be the subject of further consultation with stakeholders.
Suggestion that birds of prey are frequently identified in the area of the proposed Central Hub		✓			Noted. Surveys of species including birds are being undertaken in areas where there is potential for these to be

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					significantly affected by the Project.
Suggestion that Cadent follow the mitigation hierarchy outlined in paragraph 180 of the NPPF to consider the retention of existing environmental features	✓				Noted, mitigation hierarchy is applied as part of the Project design and considered with other factors including technical design.
Suggestion that consideration be given to the potential environmental value of brownfield sites	✓				Noted. Baseline surveys to map the type and distribution of habitats are on-going, and would assess the suitability of habitats present to support associated species which are legally protected or otherwise conservation-notable. This mapping will include for brownfield sites recognising that they can have biodiversity interest. Should development be proposed on brownfield sites which are of biodiversity interest

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					then measures to mitigate effects will be identified.
Suggestion that consideration be given to whether any landscape features or characteristics could be incorporated into the proposed development to enhance local landscape character and distinctiveness	✓				If required, the outline design of mitigation planting associated with the HAGI will reflect the local landscape character and any distinctive features in the locality.
Suggestion that de facto rights on tracks such as white roads and green lanes be safeguarded		✓			Existing rights of access will be recorded and the Outline CTMP will set out the means by which construction traffic will be managed to reduce disruption to existing users.
Suggestion that Dutton Locks is of historic importance due to its origin from the early industrial era			✓		It is acknowledged that Dutton Locks are of historic importance, and this is recognised in their designation as listed buildings. Dutton Locks are outside of the Project boundary. The EIA will

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					include an assessment of effects to the historic environment, with measures to minimise or mitigate effects to be identified where required.
Suggestion that GHG emissions associated with land use change be scoped into the EIA				✓	The greenhouse gas emission methodology has been consulted upon at scoping and a preliminary assessment will be reported in the PEIR.
Suggestion that Great Budworth is a Conservation Area			✓		It is acknowledged that Great Budworth is a Conservation Area. At a distance of over 2km, it is not anticipated that it will be affected by the Project.
Suggestion that green roofing be provided on new buildings	✓				The permanent structures within the HAGI compounds are typically small-scale buildings up to 3.5m high, surrounded by pipework and other infrastructure. It is therefore unlikely that green

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					roofs would be feasible or provide much benefit given the limited footprint of the roofs.
Suggestion that historic and archaeological interests would be uncovered if excavations were to take place in the vicinity of Dutton Hall, which would add to the cost and timeframe of the project		✓			The EIA will include an assessment of effects to the historic environment and as with all developments of this scale, it is anticipated that there will be a need for a programme of archaeological excavation and recording in advance of development. Surveys will be completed in the course of the EIA in order to understand and minimise the extent of possible disturbance to archaeology.
Suggestion that impacts on ancient woodland and ancient and veteran trees be considered in line with paragraph 180 of the NPPF	✓				Areas of ancient woodland and veteran trees will be avoided by the pipeline routes if possible and mitigations would be put in place to minimise disturbance.

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Suggestion that improvements to the existing public rights of way network be identified	✓				The Preliminary PRoWMP will focus on identification of affected PRoW but will not specifically include for the improvement of the PRoWS.
Suggestion that it should be assumed that noise generated by the project is likely to be distressing to horses				✓	The noise and vibration impact on public rights of way and on sensitive receptors such as stables will be considered as part of the assessment.
Suggestion that lighting be designed to encourage wildlife	✓				Noted. Surveys of species and habitats are being undertaken in areas where there is potential for these to be significantly affected by lighting related to the Project. Where such potential for significant effects exists, these would be subject to further consideration and assessment in the EIA.

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Suggestion that locally specific information on local wildlife sites be obtained from appropriate bodies such as local records centres, geoconservation groups and recording societies	✓				Noted. Information on Local Wildlife Sites will be obtained from appropriate local sources as part of a detailed desk study, which would be outlined in the ES.
Suggestion that mitigation measures be incorporated for adverse impacts on National Trails	✓				Noted, the preliminary Order Limits are being drawn such that National Trails will not be affected.
Suggestion that mitigation measures should be used to offset damage caused as a result of the Project			✓		Mitigation will be embedded in the Project and where there is potential for significant effects these would be subject to further consideration and assessment in the EIA, and identify mitigation to avoid or minimise impacts, both during construction and in operation.
Suggestion that Natural England's Environmental Benefits from	✓				Noted. Where mitigation and habitat creation is to be provided

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Nature tool be used to identify opportunities to enhance wider nature benefits and minimise adverse impacts					as part of the Project this will be outlined in the ES. Defra Biodiversity Metric version 3.1 will be used in order to calculate biodiversity losses and gains, and the use of the Environmental Benefits from Nature Tool is being considered. Results will be summarised within the ES.
Suggestion that Natural England's Biodiversity Metric 3.0 be used to calculate biodiversity losses and gains for habitats	✓			✓	Noted. Defra Biodiversity Metric version 3.1 will be used in order to calculate biodiversity losses and gains. Results will be summarised within the ES.
Suggestion that the proposed development should provide biodiversity net gain in line with the NPPF	✓			✓	See response above.
Suggestion that new green spaces be identified and existing spaces	✓				Where there is potential for significant effects these would be subject to further consideration

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managed to be more wildlife friendly					and assessment in the EIA, and identify mitigation to avoid or minimise impacts, both during construction and in operation. Any habitat creation that takes place as part of the Project will be described in the ES and align with best practice habitat conservation initiatives. As part of that assessment, BNG would be considered and applied where appropriate and would consider existing and new green space if required
Suggestion that noise generation should be avoided in the vicinity of public rights of way and equestrian routes				✓	The noise and vibration impact on public rights of way will be considered as part of the PEIR and EIA assessment.
Suggestion that noise impacts from the Central Hub are exacerbated by the open rural nature of the local area		✓			Screening or the lack of screening will be considered in the noise and vibration assessment.

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Suggestion that numerous protected species inhabit the area of the proposed Central Hub		✓			Noted. Surveys of protected species are being undertaken in areas where there is potential for these to be significantly affected by the Project.
Suggestion that offsite mitigation measures should be considered where onsite measures are not possible	✓				Where there is potential for significant effects these would be subject to further consideration and assessment in the EIA, and identify mitigation to avoid or minimise impacts, both during construction and in operation. Any habitat creation that takes place as part of the Project will be described in the ES and align with best practice habitat conservation initiatives. As part of that assessment, BNG would be applied - this would consider opportunities offsite if appropriate and required.

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Suggestion that reptiles be scoped in to the EIA at any sites or locations known to, or have the potential to, support a reptile assemblage				✓	Surveys of protected species are being undertaken in areas where there is potential for these to be significantly affected by the Project. This includes reptile surveys.
Suggestion that the area of the proposed Central Hub is designated for protection of biodiversity		✓			The Project is being designed to avoid and minimise impacting sensitive habitats. Surveys of habitats are being undertaken in areas where there is potential for these to be significantly affected by the Proposed Development and will identify habitats of existing biodiversity value where there are present. If any sites are worthy of designation that are not currently, this would be raised as part of the assessment in the EIA.
Suggestion that the area to the south of Dutton Hall Court, including the Trent and Liverpool		✓			The land between Dutton Hall Court and the Trent & Mersey Canal is not an Area of

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Canal and the River Weaver, is an Area of Outstanding Natural Beauty					Outstanding Natural Beauty. The land is however, entirely allocated as Green Belt designation. The Trent & Mersey Canal (including land extending to the River Weaver) is designated as a Conservation Area. Any proposals which directly or indirectly affect these designations will be considered as part of the assessment in the EIA.
Suggestion that the assertion in the EIA Scoping Report that GHG emissions associated with land use change are not applicable as an emissions source is incorrect as semi-natural carbon storing habitats in the scoping area could be disturbed, leading to the emission of a significant amount of GHGs				✓	The greenhouse gases assessment in the PEIR and EIA will consider the potential for significant effects to arise from the release of sequested carbon as a result of the Project.

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Suggestion that the assessment of any landscape and visual impacts should be robust, particularly in relation to Dunham Massey, the Trans Pennine Trail and the Cheshire Canal Ring Walk				✓	The village of Dunham Massey will be assessed as part of the LVIA, and this will include for the Registered Park and Garden (RPG) should it fall within the study area. Similarly the visual amenity of users of all long distance footpaths and other public rights of way that fall within the LVIA study area will be assessed. The LVIA will be robust and carried out in accordance with best practice guidance.
Suggestion that the buffer zones and restoration areas within ecological networks be targeted for the delivery of environmental mitigation, compensation and enhancement measures				✓	Where there is potential for significant effects these would be subject to further consideration and assessment in the EIA, and identify mitigation to avoid or minimise impacts, both during construction and in operation. Any habitat creation that takes

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					place as part of the Project will be described in the ES and align with best practice habitat conservation initiatives - local, regional and strategic as appropriate. As part of that assessment, BNG would be applied - this would consider opportunities offsite if appropriate and required.
Suggestion that the decision to scope out reptiles from the EIA is incorrect due to their rarity in Cheshire and consequent importance in the local environmental context				✓	Noted. Surveys of protected species, including reptiles, are being undertaken in areas where there is potential for these to be significantly affected by the Project. Where there is potential for significant effects on reptiles these would be subject to further consideration and assessment in the EIA.

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Suggestion that the Dutton Hall site is of historic interest and importance		✓			Dutton Hall is the site of a Manor House built by the 16th century, though a modern farm now stands in the location. It is acknowledged that there may be associated archaeological remains in this area, and this will be considered as part of the EIA.
Suggestion that the ecological and green infrastructure outlined in Policies HE1 and HE4 of the Halton Proposed Delivery and Allocations Local Plan 2019 should be considered in the design of environmental elements				✓	All appropriate and relevant polices will be considered in the EIA in respect of biodiversity features
Suggestion that the ecological and green infrastructure outlined in Policy DC4 of the Warrington Proposed Local Plan 2021-2038 should be considered in the design of environmental elements				✓	All appropriate and relevant polices will be considered in the EIA in respect of biodiversity features

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Suggestion that the ecological and green infrastructure outlined in Policy DM44 of the Cheshire West and Chester Land Allocations and Detailed Policies 2019 should be considered in the design of environmental elements				✓	See response above.
Suggestion that the ecological and green infrastructure outlined in Policy ENV1 of the Cheshire East Allocations and Development Policies 2020 should be considered in the design of environmental elements				✓	See response above.
Suggestion that the ecological and green infrastructure outlined in Policy JP-G2 of the Proposed Places for Everyone 2021 plan should be considered in the design of environmental elements				✓	See response above.

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Suggestion that the ecological and green infrastructure outlined in the Greater Manchester pilot Local Nature Recovery Strategy should be considered in the design of environmental elements				✓	Any habitat creation that takes place as part of the Project will be described in the ES and it will consider best practice habitat conservation initiatives such as the Local Nature recovery Strategy as appropriate. As part of that assessment, BNG would be applied - this would consider opportunities offsite if appropriate and required.
Suggestion that the existing public rights of way network be extended to create missing links	✓				The Preliminary PRoWMP which will be published at statutory consultation will focus on identification of affected PRoW and the means by which they will be managed. This may include for temporary diversions but it will not include for the creation of new permanent PRoW.
Suggestion that the Habitats Regulation Assessment consider				✓	The Habitat Regulations Assessment (HRA) process will

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other large infrastructure projects and local plan allocations near the designated Mersey Estuary					consider all other projects where they are pertinent to the assessment of effects in relation to the Project, in agreement with the relevant stakeholder.
Suggestion that the Habitats Regulation Assessment consider the effects of future and other stages of the wider HyNet project				✓	The HRA process will consider project stages where they are pertinent to the assessment of effects in relation to the Project, in agreement with the relevant stakeholder.
Suggestion that the Habitats Regulation Assessment include an assessment of land within the application site deemed to be functionally linked to an internationally designated site for nature conservation				✓	The HRA process will consider all functionally linked land parcels where there is a pathway for effects in relation to the Project, in agreement with the relevant stakeholder.
Suggestion that the impacts of the proposed development on local wildlife and geodiversity sites be	✓				Noted. The Project is being designed to avoid and minimise impacts upon designated sites.

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considered in line with paragraphs 175 and 179 of the NPPF and relevant development plan policies					The scope of assessment in the ES will account for the NPPF and other relevant planning polices, and relevant policy content will be summarised in the ES. The ES will assess the likely impacts on designated sites, and identify mitigation where required.
Suggestion that the location of deep peat deposits be identified using the spatial dataset in Natural England's NE257 report				✓	Noted, and this data set is being used to inform design.
Suggestion that the nearby Dutton Viaduct is a site of historic interest	✓				Dutton Viaduct was built in 1836 and is a Grade II* listed building. An assessment of the effects upon this structure will be undertaken should it fall within the boundary of the study area.
Suggestion that the proposed development could provide a new	✓				This proposal is unlikely to be possible as the permanent above

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footpath through the development to link existing public rights of way					ground elements of the scheme (HAGIs) are enclosed in a secure perimeter fence for public health and safety reasons. Existing land uses will continue across the route of the pipeline, which will be underground.
Suggestion that the proposed development deliver relevant aspects of local authority green infrastructure strategies where appropriate	✓				Noted. Biodiversity and landscape enhancements provided as part of the Project will be outlined in the EIA, and these will seek to accord with local conservation, landscape and green infrastructure strategies where relevant.
Suggestion that the proposed development help implement elements of local Landscape, Green Infrastructure and Biodiversity Strategies	✓				See response above.

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Suggestion that the reinstatement of existing footpaths and creation of new footpaths and bridleways be considered	✓				The Preliminary PRoWMP will focus on identification of affected PRoWs and will not include the creation of new permanent PRoW.
Suggestion that the scope of breeding bird surveys include consideration of effects to all breeding bird species, rather than just those with WACA protection				✓	All breeding birds have protection under the W&CA1981. Surveys of breeding birds are being undertaken in areas where there is potential for these to be significantly affected by the Project.
Suggestion that the scoping out of all non-schedule 1 WACA breeding bird species from the EIA is incorrect due to the breeding of some such birds in Cheshire				✓	Surveys of breeding birds are being undertaken in areas where there is potential for those species to be significantly affected by the Project.
Suggestion that there are colonies of protected amphibians in the area of the proposed Central Hub		✓			Noted. Surveys of protected species are being undertaken in areas where there is potential for

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					these to be significantly affected by the Project.
Suggestion that there are ecological networks and wildlife corridors located in the route corridors which are unlikely to be impacted if other important ecological features are avoided by the route				✓	Noted. The ES will assess the likely impacts on habitats and species identified as having biodiversity value, which will include consideration of the effect of loss and fragmentation of habitat and identify mitigation where required.
Suggestion that there may be opportunities to protect and enhance locally valued landscapes as part of the proposed development	✓				The operational above ground elements of the Project at the HAGI sites will all be located outside the local landscape designations
Suggestion that trees in Great Budworth are subject to Tree Protection Orders			✓		Noted. The presence of TPOs across the route of the Project will be recorded using publicly available information.

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Suggestion to use the UK Habitat Classification System during habitat surveys rather than the Phase 1 Habitat Survey methodology to avoid the need for conversion for entry into the Defra BNG Metric 3.0				✓	The proposed method of assessment aligns with this suggestion.
Suitable buffer zones are provided to all areas of ancient woodland and to Woodland Trust owned sites to prevent adverse impacts				✓	Surveys of habitats are being undertaken in areas where there is potential for these to be significantly affected by the Project. Where there are potential for significant effects, these would be subject to further consideration and assessment in the EIA and identify mitigation which may include buffer zones.
Support for the identification and avoidance of statutory designated features in the EIA Scoping Report				✓	Noted. The Project is being designed to avoid and minimise impacts upon designated sites. The scope of preliminary assessment in the PEIR and

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					latterly the ES will account for NPPF and other relevant planning polices which provide policy protection for statutory (and non-statutory) sites, with relevant policy content summarised in the technical chapters. The PEIR and ES will provide a preliminary and final assessment respectively assessing the likely impacts on designated sites and identify mitigation where required.
Surveys detailing woodland flora and fauna should be undertaken to ensure that impacts to habitats are mitigated as part of the design of the proposals				✓	Surveys of protected species and habitats are being undertaken in areas where there is potential for these to be significantly affected by the Project. Where there are potential for significant effects, these would be subject to further consideration and assessment in the EIA and identify mitigation measures to minimise effects.

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The assessment of historic environment should take into account potential construction impacts and the potential to alter the ability to appreciate the significance of heritage assets on Dunham Massey				✓	Effects on the setting of Dunham Massey will be assessed as part of the EIA should it lie within the relevant study area.
General					
Concern about the proposed development and residential developments currently under construction			✓		Consultation with the relevant local planning authorities and regular reviews of the planning registers and local plan documents are undertaken in order to identify development proposals. Should any potential for conflicts be identified work will be undertaken to avoid or mitigate.
Concern about the proximity of the project to existing pipelines			✓		The Project design is identifying all pipelines and other utility infrastructure which the HyNet

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					hydrogen pipeline could interact with. The design of any separation distances where the proposed pipeline runs parallel with, or crosses, any other utilities will follow all applicable UK regulations, standards and codes of practices.
Concern that the proposed development will prolong the use of fossil fuels			✓		The HyNet North West Hydrogen Pipeline is a means by which hydrogen can be transported from suppliers to customers and whilst the initial proposals are that it will transport blue hydrogen (using natural gas as a fuel stock) the pipeline will be equally able to accommodate future supplies of green hydrogen.
General objection to the proposed development			✓		Objection is noted.

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General support for the principle of the proposed development	✓	✓	✓	✓	Support is noted.
It will be important to identify the exact points of interface with HS2 and the proposed development to understand how effects on both construction and operation of the railway are avoided or to be mitigated as appropriate		✓			Discussions with HS2 and other organisations are ongoing such that the design, construction and programme of concurrent projects can be coordinated to minimise disruption and cumulative impact. The current understanding is that pipeline construction will precede HS2.
Objection to the project due to concerns that it would generate large amounts of pollution			✓		The objection is noted. The pipeline will be sited and designed to minimise impacts from any potential pollution as far as possible. Further details on the impacts which may result and how these could be mitigated will be provided in the PEIR which will be subject to statutory consultation.

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Objection to the proposals due to concern that it would become a danger to life if damaged			✓		The objection is noted. The pipeline will be sited and designed to minimise impacts from any potential safety risks as far as possible. Further details on the impacts which may result and how these could be mitigated will be provided in the PEIR which will be subject to statutory consultation.
Objection to the proposals due to concerns about the behaviour of Cadent staff on other work sites			✓		The Applicant recognises that any major infrastructure brings construction impacts. It is too early in the Project for detailed construction plans to be developed but the Applicant will look to minimise any impacts from construction. The Applicant cannot comment on previous projects but will expect all construction staff and contractors to maintain standards

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					of excellence and follow industry best practice.
Objection to the proposals due to the area being sufficiently industrialized already and not needing further industrialization			✓		The objection is noted. The existing industry of the region is a major factor in the proposals to supply hydrogen to the high energy use of these industries and the opportunity for substantial greenhouse gas reductions that would arise from the switch to hydrogen.
Objection to the proposals due to the impacts on the local environment			✓		The objection is noted. The pipeline will be sited and designed to minimise impacts on the environment as far as possible. Further details on the impacts which may result and how these could be mitigated will be provided in the PEIR which will be subject to statutory consultation.

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Objection to the Proposed route corridor between the M56 and the Central Hub due to effects on wildlife and habitats, historic environment, tourism and agriculture			✓		The routeing options for the pipeline have considered a number of environmental constraints which include biodiversity, the landscape, the historic environment and the presence of local businesses and residential areas. The intention is to use this information, together with the engineering studies, to identify a route which the Applicant considers to be consentable.
Request for clarification on the proposed pipeline route			✓		Further information will be made available during the statutory consultation exercise which can be used to inform future feedback.
Request for clarification on whether a Hydrogen Pipeline which will run in the direction of the Wirral will be added to the Project	✓				The current proposals form Phase 2 of the wider HyNet programme. The parameters of Phase 2 have been identified

Issue Raised by Topic	Stakeholder Group				Response from Cadent
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					from the confirmed interest received by the Applicant from customers of the hydrogen to be supplied. The future expansion of HyNet across the wider region to be considered in Phase 3 which will be programmed around the progress of Phase 2 and the confirmation of other customers in the future.
Request for clarity regarding how Cadent intend to cross watercourses, particularly the River Weaver		✓			Further information will be made available during the statutory consultation exercise which can be used to inform comments. Most major watercourses will be crossed by trenchless methods.
Request for consideration of additional connections to residential areas currently not on existing gas mains such as Little Leigh, Whitley and Dutton			✓		The Project will connect initially with large industrial and commercial gas customers in order to make the biggest reductions in CO2. This is consistent with the UK Hydrogen

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					Strategy which initially focuses on emission reductions in industrial clusters. The Project also includes connections to the existing gas network to enable hydrogen to be received by domestic customers through a blended gas supply. Trials are in development for the future, wider residential use of hydrogen, such as a proposed Hydrogen Village at Whitby in Ellesmere Port. With regard to local villages, infrastructure would be required in or near to the villages to enable a connection in order to bring the hydrogen to the correct pressure. Discussions are taking place with a wide number of stakeholders around the transition from natural gas to hydrogen in homes and any additional residential connections would be made during this transition period.

Issue Raised by Topic	Stakeholder Group				Response from Cadent
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Request for the proposed development to avoid routes that may service delivery and to accommodate occupational requirements	✓				The Applicant will identify access routes for construction which will take into consideration existing land uses wherever possible. The routes will be discussed with the relevant highway authorities and will be presented within the PEIR. To further manage construction a CTMP will be produced which will set out the means by which construction traffic will be managed to reduce impacts upon the surrounding land uses. In addition, crossings of major highways will be trenchless. This will mean that there will not be a requirement to close these highways during construction.
Request to ensure the route of the pipeline minimises any impact that would create channels to increase the severity of impact from a natural disaster event particularly	✓				Issues of flood risk, climate change and natural disasters are all being considered within the siting and design of the pipeline. Further details on the impacts

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flooding associated with sea level rise, pluvial and fluvial					which may result and how these could be mitigated will be provided in the PEIR which will be subject to statutory consultation.
Request to avoid routes that prejudice the Councils entry level farms and critically to listen to and accommodate farmers requirements	✓				Discussions are ongoing with the landowners/tenants along the proposed routes in order to aid the discussions on pipeline routes through their land and how the proposed works could impact on their businesses. The results of these discussions will be considered within the design.
Suggestion that all crossings under Canal and River Trust waterways must be at least 3.5m below bed level	✓				Any work in the vicinity of or crossings beneath a canal will be designed, constructed and operated in accordance with various regulations, standards and Codes of Practice to ensure continued safety and integrity of the canal and the pipeline. The

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					design of the pipeline crossing and the construction methods will be subject to a formal approval process by the authority responsibly for the canal. It is currently envisaged that all canal crossings will be trenchless.
Suggestion that increased use of hydrogen will be important in meeting climate change goals			✓		The comment is noted.
Suggestion that many canal structures are listed and should be avoided where possible	✓				The pipeline will be sited and designed to minimise impacts on heritage assets as far as possible. Further details on the impacts which may result and how these could be mitigated will be provided in the PEIR which will be subject to statutory consultation.
Suggestion that the Canal and River Trust do not allow overhead	✓				Any work in the vicinity of or crossings beneath a canal will be

Issue Raised by Topic	Stakeholder Group				Response from Cadent
	Prescribed Consultees	Businesses & Community Groups	Members of the Public	Other Consultees	
utility crossings over their waterways					designed, constructed and operated in accordance with various regulations, standards and Codes of Practice to ensure continued safety and integrity of the canal and the pipeline. The design of the pipeline crossing and the construction methods will be subject to a formal approval process by the authority responsibly for the canal. It is currently envisaged that all canal crossings will be underground and constructed via trenchless methods.
Suggestion that the depth of the pipeline under canals would need to be agreed with the Canal and River Trust to ensure works do not undermine the structural integrity of canal infrastructure	✓				See response above.

Issue Raised by Topic	Stakeholder Group				Response from Cadent
	Prescribed Consultees	Businesses & Community Groups	Members of the Public	Other Consultees	
Suggestion that the pipeline route avoid Cheshire Wildlife Trust reserves				✓	The pipeline will be sited and designed to minimise impacts on the environment including local wildlife sites (Trust Reserves) as far as possible. Further details on the impacts which may result to habitats and species and how these could be mitigated will be provided in the PEIR which will be subject to statutory consultation. The Applicant will continue to engage with Cheshire Wildlife Trust with regard to the Project and any potential interactions with Trust landholdings.
Suggestion that the pipeline route avoid ecological networks and wildlife corridors				✓	The pipeline will be sited and designed to minimise impacts on the environment, including habitats as far as possible. Further details on the impacts which may result and how these could be mitigated will be

Issue Raised by Topic	Stakeholder Group				Response from Cadent
	Prescribed Consultees	Businesses & Community Groups	Members of the Public	Other Consultees	
					provided in the PEIR which will be subject to statutory consultation.
Suggestion that the pipeline route avoid irreplaceable habitats and peatlands				✓	See response above
Suggestion that the pipeline route avoid priority and notable habitats				✓	The pipeline will be sited and designed to minimise impacts on the environment as far as possible. Further details on the impacts upon any priority or notable habitats which may result and how these could be mitigated will be provided in the PEIR which will be subject to statutory consultation.
Suggestion that there are 1,368 parcels of priority and notable habitats located in the route corridors which should be avoided				✓	See response above.

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	Prescribed Consultees	Businesses & Community Groups	Members of the Public	Other Consultees	
Suggestion that the pipeline route avoid non-statutory designated sites for nature conservation				✓	The pipeline will be sited and designed to minimise impacts on the environment including non-statutory designated sites as far as possible. Further details on the impacts which may result and how these could be mitigated will be provided in the PEIR which will be subject to statutory consultation.
Suggestion that there are 86 non-statutory designated sites for nature conservation located within the route corridors which should be avoided				✓	See response above.
Suggestion that the pipeline route avoid statutory designated sites for nature conservation				✓	The pipeline will be sited and designed to minimise impacts on the environment including statutory designated sites as far as possible. Further details on the impacts which may result and how these could be mitigated will

Issue Raised by Topic	Stakeholder Group				Response from Cadent
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					be provided in the PEIR which will be subject to statutory consultation.
Suggestion that the project make use of existing pipelines and high pressure gas mains			✓		The Project represents the first steps in the transition from the use of natural gas to hydrogen. The customers to be supplied by the Project will retain their existing natural gas supplies in the short to medium term. Therefore it is not possible to re-use the existing pipelines.
Suggestion that there are 10 peatland sites located within the route corridors which should be avoided				✓	The pipeline will be sited and designed to minimise impacts on the environment including peat as far as possible. Further details on the impacts which may result and how these could be mitigated will be provided in the PEIR which will be subject to statutory consultation.

Issue Raised by Topic	Stakeholder Group				Response from Cadent
	Prescribed Consultees	Businesses & Community Groups	Members of the Public	Other Consultees	
Suggestion that there are 36 ancient woodland sites within the route corridors which should be avoided				✓	Surveys of habitats are being undertaken in areas where there is potential for these to be significantly affected by the Project, which will identify the habitat types present including ancient woodland. Where there is potential for significant effects, these would be subject to further consideration and assessment in the EIA, and mitigation included as appropriate.
Suggestion that there are 65 potential Local Wildlife Sites within the route corridors which should be avoided				✓	The pipeline will be sited and designed to minimise impacts on the environment including local wildlife sites as far as possible. Further details on the impacts which may result and how these could be mitigated will be provided in the PEIR which will be subject to statutory consultation.

Issue Raised by Topic	Stakeholder Group				Response from Cadent
	Prescribed Consultees	Businesses & Community Groups	Members of the Public	Other Consultees	
Suggestion that there are 86 non-statutory designated sites for nature conservation located within the route corridors which should be avoided				✓	The pipeline will be sited and designed to minimise impacts on the environment as far as possible. Further details on the impacts which may result and how these could be mitigated will be provided in the PEIR which will be subject to statutory consultation.
Suggestion that there are three Cheshire Wildlife Trust reverse within the route corridors which should be avoided				✓	The pipeline will be sited and designed to minimise impacts on the environment including local wildlife sites (Trust Reserves) as far as possible. Further details on the impacts which may result to habitats and species and how these could be mitigated will be provided in the PEIR which will be subject to statutory consultation. The Applicant will continue to engage with Cheshire Wildlife Trust with regard to the Project and any potential

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					interactions with Trust landholdings.
The route of the pipeline should consider land use impacts and not disrupt carbon sequestration sites	✓				The route of the pipeline will seek to avoid habitats noted for their ability to store carbon. Where this may not be possible the effects arising from the pipeline will be assessed and measures to mitigate identified.
The route of the pipeline should minimise disruptive impacts on residents in Cheshire West and Chester borough in the construction, operation and decommissioning phases	✓				The pipeline will be sited and designed to minimise impacts on the environment as far as possible. Further details on the impacts which may result and how these could be mitigated will be provided in the PEIR which will be subject to statutory consultation.
The route of the pipeline should try to avoid sub surface soils that are more susceptible to ground	✓				The preferred route of the pipeline will be informed by a comprehensive ground

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movement through drying and cracking and fluid movement					investigation survey. This will be used to characterise the ground conditions through which the pipe could pass and will be used to inform its siting and methods of construction.
The route should avoid HAGIs where impact from the surroundings e.g., storm damage from falling trees, lightning strike or extreme winds on the infrastructure	✓				The pipeline will be sited and designed to minimise impacts from any potential safety risks as far as possible. Further details on the impacts which may result and how these could be mitigated will be provided in the PEIR which will be subject to statutory consultation.
Health and Safety					
Suggestion that assurances are required that the design, construction and supply of the pipeline system will be of the			✓		All pipework and associated equipment will be designed to an industry good practice design standard which is specifically intended for hydrogen. The whole

Issue Raised by Topic	Stakeholder Group				Response from Cadent
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highest safety standards before works commence					pipeline network will be inspected and maintained through a Pipeline Integrity Management System. The pipeline will be designed and operated in line with the requirements of a Major Accident Prevention Document, which will be submitted to the HSE.
Request for clarification on measures to offset or reduce pollution increases in residential properties when blended gas is burned			✓		No pollution increases are expected or have been experienced in trial Hydrogen Homes.
Request for clarification on systems to be installed in residential properties to monitor hydrogen gas leaks			✓		The Applicant does not plan to install any systems within residential properties, this Project does not supply hydrogen directly to residential properties and will maintain adequate separation between occupied buildings and the pipeline.

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					Any programme of gas boiler or cooking facility replacement will be the responsibility of government policy. The Applicant is involved in a number of projects, including HyDeploy and the Hydrogen Village, that are aiming to further demonstrate how hydrogen could be used in homes. These projects do not form part of the Development Consent Order. Further details of these projects are provided on the following websites: hiips://hydeploy.co.uk/ and hiips://hydrogenvillage.com/
Request for clarification on measures taken to ensure no leaks within the pipeline			✓		All pipework and associated equipment will be designed to a standard which is specifically intended for hydrogen service. There will be strict quality controls throughout every stage of design,

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					procurement, construction, testing, commissioning and maintenance and operation. The whole pipeline network will be inspected and maintained through a Pipeline Integrity Management System. The pipeline will be designed and operated in line with the requirements of a Major Accident Prevention Document, which will be submitted to the HSE.
Concern about the impact of hydrogen on increased fire risk and safety impacts			✓		See response above.
Concern that the safety risk of hydrogen leakage is higher than that for methane			✓		See response above.
Concern that the safety risk of hydrogen leakage is higher as it is difficult to odourise			✓		See response above.

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Concern that the fire risk of the project is high as hydrogen burns with an invisible flame			✓		See response above.
Request for clarification on plans to mitigate fire risk and pollution in the event of a pipeline leak			✓		All pipework will be designed to a standard which is specifically intended for hydrogen service. The whole pipeline network will be inspected and maintained through a Pipeline Integrity Management System. The pipeline will be buried (apart from HAGIs) to protect it from impacts which could cause a leak in line with controls used across the pipeline sector which transport flammable gases and liquids. The remote control centre will have visibility of the conditions in the pipeline and would be able to support remote operations/mitigations in case of an emergency.

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Concern that the project would be a target for terrorist activities and attacks			✓		It is not considered that the Project is a likely target for terrorism as the National Risk Register indicates that publicly accessible locations and transport hubs are the highest risk as they are so called 'soft targets'. The Project will predominantly be buried with a number of HAGI sites which will be secured with security fencing. The Project once operational will be largely unmanned. The Project could be a target for terrorist attacks, as could any distributed and buried infrastructure such natural gas or water pipelines, but the Planning Inspectorate and other stakeholders have accepted our assessment that the risk of terrorism is not likely to be significant.

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Request for clarification on plans in place in the event the pipeline is targeted in a terrorist attack			✓		The emergency services will be responsible for responding to terrorist attacks, but the pipeline and HAGIs will be reasonably protected through the use of security fencing on above ground sites and burial of the main pipeline. Personnel will be trained to respond to foreseeable emergency scenarios, including damage caused by third parties (malicious or accidental) in an appropriate manner, which will include the use of emergency shutdown systems. If an attack were to occur, it is anticipated that the Applicant's personnel would support any emergency service response. The remote control centre will have visibility of the conditions in the pipeline and would be able to support remote

Issue Raised by Topic	Stakeholder Group				Response from Cadent
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					operations/mitigations in case of an emergency.
Request for clarification on whether local fire brigades would be given training to fight potential fires arising from the project			✓		Fire and Rescue Service tactics will be determined by the relevant FRS. The Applicant will provide all necessary information to the FRS, Local Resilience Forums and other Emergency Responders and will engage with key stakeholders through the development of the Project to inform them of the product and its properties.
Suggestion that a cordon sanitaire may be required in the event of a leak			✓		The emergency services will lead the response if an accident were to occur. The Applicant will train its personnel to respond to foreseeable accident scenarios, including fires in an appropriate manner, which will include the use of emergency shutdown systems. This is in line with other

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					pipelines which transport flammable gases and liquids. The Applicant will provide information to the Local Resilience Forums and other Emergency Responders. If a leak were to occur, it is anticipated that the Applicant's personnel would support any fire service response.
Concern about the impact of the project on existing pipelines in Comberbach			✓		The Project design will identify all transport and utility infrastructure which the HyNet hydrogen pipeline could interact with. The design of any separation distances where the proposed pipeline runs parallel with, or crosses, any other infrastructure will follow all applicable UK regulations, standards and codes of practices.
Request for clarification on whether Cadent will fund training			✓		The emergency services will lead the response if an accident were

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for staff to fight potential fires arising from the project					to occur. The Applicant will train its personnel to respond to foreseeable accident scenarios, including fires in an appropriate manner, which will include the use of emergency shutdown systems. This is in line with other pipelines which transport flammable gases and liquids. The Applicant will provide information to the Local Resilience Forums and other Emergency Responders. If a leak were to occur, it is anticipated that the Applicant's personnel would support any fire service response.
Concern about the flammability of hydrogen			✓		Hydrogen is a flammable gas, and this property is partly responsible for making it a useful fuel for industrial and domestic processes. Both hydrogen and natural gas are classified as having the same category of

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					hazardous properties 'extremely flammable gas'. The equipment and pipelines used for carrying hydrogen are designed specifically for hydrogen service.
Suggestion that the health and safety specification and briefing for all attending the site include the equestrian use of routes and areas				✓	During construction, a detailed induction will be required for each construction site and this will detail the potential hazards, which may include horses and equestrians where relevant.
Suggestion that all construction workers and visitors be made aware of equestrian routes and areas affected by the site				✓	See response above.
Suggestion that all operational workers and visitors be made aware of equestrian routes and areas affected by the site				✓	Operational workers and visitors will be subject to a site induction which will cover the operational site and this will detail the potential hazards, which may

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					include horses and equestrians where relevant.
Suggestion that the banksman be briefed about the possibility of horses in the area and necessary actions to be taken to ensure safety				✓	During construction, a detailed induction will be required for each construction site and this will detail the potential hazards, which may include horses and equestrians where relevant. For specific tasks, such as for banksman, there may need to be further information provide such as specific equestrian routes or times, and this will be considered when planning and executing these work scopes.
Suggestion that warning notices be erected outlining the hazards for equestrians, site workers and visitors				✓	Each of the HAGIs will have fixed signage identifying the location and any key hazards. Visitors and workers will be subject to a site induction which will identify the key hazards. We will consider the hazards posed by / to equestrians

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					when designing signage for the Project.
Suggestion that staff be on site to warn approaching equestrians of machinery noise or movements if activities are unable to be halted while horses pass				✓	The request is noted and the potential to affect horses and horse riders will be identified within the Outline Code of Construction Practice.
Suggestion that site staff warning equestrians of noise activities be stationed in the open rather than behind equipment or objects to avoid spooking horses				✓	See response above.
Suggestion that construction movements and noises should cease in the event of a horse being distressed to avoid escalating the situation				✓	See response above.
Suggestion that construction activities should only resume after a horse is distressed once the				✓	See response above.

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equestrian indicates it is safe to do so, or is out of sight or over 100 metres away					
Suggestion for the avoidance of loose polythene packaging and materials which may blow in the wind				✓	The Code of Construction Practice will detail the requirements for handling waste materials generated by construction activities. However, as a general principle, the amount of packaging will be minimised.
The Project should approach an ICP to do the verification scheme in order to provide some additional safety measures			✓		The Project will have a detailed quality management system to confirm that all equipment is installed to the design standards and commissioned in line with the commissioning procedure.
Concern about the risk of hydrogen explosions near built up areas			✓		The HAGIs (and route of the pipeline) will be located away from residential properties where possible. The measures in place

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					to prevent releases will be described in the Major Accidents and Disasters chapter of the PEIR and ES. A consultation distance around the pipeline will be set to prevent any unsuitable future development in close proximity to the pipeline. The design standard will require a minimum distance to occupied buildings.
Request for more information about approaches being applied to prevent major accidents and incidents during operation			✓		Chapter 16 of the Scoping Report describes the potential major accidents and disasters which could affect the Project. The approaches to prevent major accidents from occurring will be further described in the Preliminary Environmental Information Report and Environmental Statement.

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Concern about the effects on local areas due to a potential hydrogen leak and subsequent explosion			✓		The HAGIs (and route of the pipeline) will be located away from residential properties where possible. The measures in place to prevent releases will be described in the Major Accidents and Disasters chapter of the PEIR and ES. The HSE will allocate a consultation distance around the pipeline to prevent any unsuitable future development in close proximity to the pipeline.
Concern about the proximity of the Central Hub to residential properties and potential loss of life in the event of a major incident		✓			The HAGIs (and route of the pipeline) will be located away from residential properties where possible. The measures in place to prevent releases will be described in the Major Accidents and Disasters chapter of the PEIR and ES. A consultation distance around the pipeline will be set to prevent any unsuitable

Issue Raised by Topic	Stakeholder Group				Response from Cadent
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					future development in close proximity to the pipeline. The design standard will require a minimum distance to occupied buildings.
Concern about security or potential for hazardous conditions, particularly for the above ground installations		✓			The HAGIs will be provided with security fencing to prevent unwanted access to the sites. This is common to the approach taken for existing (natural gas) AGIs.
Concern about the impact of the project on existing pipelines and associated safety risks			✓		The Project design will identify all transport and utility infrastructure which the HyNet hydrogen pipeline could interact with. The design of any separation distances where the proposed pipeline runs parallel with, or crosses, any other infrastructure will follow all applicable UK regulations, standards and codes of practices.

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Concern about the effects of hydrogen on steel causing risk of leaks from pipes or seals			✓		Hydrogen pipework can be subject to various types of corrosion, so all pipework will be designed to a standard which is specifically intended for hydrogen service. The whole pipeline network will be inspected and maintained through a Pipeline Integrity Management System.
Request for further information on the Consultation Zone distances, as discussed with the Health and Safety Executive		✓			The consultation distances will be set utilising the HSE's methodology following notification of a new Major Accident Hazard Pipeline. The Project will make this notification in line with the statutory timescales but have not yet done so.
Request for further information on stand-off distances		✓			The Project will design the pipeline network to a recognised design standard which will specify a minimum distance to occupied buildings based upon the size,

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					and pressure of the pipeline in that location. Appropriate distances will be specified as the pipeline design progresses.
Hydrogen technology					
Request for clarification on how the hydrogen will be created			✓		The Project itself is about the development of a hydrogen pipeline not the production of hydrogen itself. The Hydrogen Production Facility is separate to this Project. This Project considers the transportation of the hydrogen only. The pipeline has been designed to carry low carbon hydrogen and the Applicant is working with hydrogen suppliers in the North West, which includes hydrogen which will be produced at Stanlow manufacturing complex which will initially be considered to be 'blue' hydrogen.

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Concern that blue hydrogen is more polluting than natural gas			✓		The process of hydrogen production does not form part of the Applicant's proposals. The HyNet North West Hydrogen Pipeline is the infrastructure through which hydrogen will be transported from suppliers to customers. The initial proposal is to transport blue hydrogen, however the pipeline will be equally able to accommodate all colours of hydrogen and the programme is aligned with the government's Hydrogen Strategy to help decarbonise industrial processes with the use of hydrogen. The most common production route at present for hydrogen is by steam methane reformation, where natural gas is reacted with steam to form hydrogen. This is a carbon-intensive process, but one which can be made low carbon through

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					the addition of carbon capture, usage and storage (CCUS) – to produce a gas often called 'blue hydrogen'. Blue hydrogen is still a low carbon alternative to using fossil gas alone and the wider HyNet scheme is developing safe CCUS solutions to manage the carbon emissions produced.
Request for clarification on where the water used to generate green hydrogen would be sourced			✓		The process of hydrogen production does not form part of the Applicant's proposals.
Request for clarification on how waste products from the desalination process would be handled if sea water is used			✓		See response above.
Request for clarification on plans to replace residential pipework and equipment to enable the supply of blended hydrogen			✓		The existing gas network is being upgraded and all new pipework will be suitable to transport hydrogen in the future. The introduction of hydrogen into the

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					existing gas network would only take place following rigorous trials and testing programmes regulated by the Health and Safety Executive and other statutory regulators as applicable.
Request for clarification on whether existing gas boilers in residential properties can burn hydrogen or whether new equipment is needed			✓		For 100% hydrogen use, residential properties would require an upgrade to appliances and meters to receive the gas. Existing appliances such as boilers can tolerate blended gas up to around 20%mol without the need for replacement.
Request for clarification on why Cadent need to move and store pure hydrogen rather than blend with natural gas			✓		The industrial customers supplied by the Project are seeking to decarbonise their operations. Greater levels of decarbonisation will be achieved through the use of 100% hydrogen than an alternative which uses a mix of hydrogen blended with natural

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					gas. Because of this, Cadent (the Applicant) proposes to transport pure hydrogen.
Suggestion that a process to produce hydrogen gas with minimal carbon dioxide and solid carbon residue has been developed in Australia		✓			The production of the hydrogen in itself does not form part of this Project. The Cadent network will be able to transport hydrogen manufactured from a range of technologies. The proposed hydrogen pipe is therefore 'colour blind' in that it can accept hydrogen from any source.
Request for clarification on whether hydrogen would be sourced from methane or from green hydrogen			✓		The production of the hydrogen in itself does not form part of this Project. However, it is understood that the supply would be created from natural gas. The proposed hydrogen pipe is however 'colour blind' in that it can accept hydrogen from any source and the Applicant is in discussion with Green Hydrogen Producers.

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Concern about the use of fossil fuels in the production of hydrogen supplied for the project			✓		See response above.
Concern about the use of blue hydrogen rather than green hydrogen		✓			See response above.
Concern that the development and supply of blue hydrogen creates substantial carbon dioxide emissions			✓		The HyNet North West Hydrogen Pipeline is a means by which hydrogen can be transported from suppliers to customers and whilst the initial proposals are that it will transport blue hydrogen (using natural gas as a fuel stock) the pipeline will be equally able to accommodate future supplies of green hydrogen. The organisation promoting the manufacture of the hydrogen which would be used in the pipeline is also proposing to capture the carbon dioxide which would be created in its manufacture and to store it

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					permanently in depleted gas fields in the Irish Sea. Further information can be found at hynethub.co.uk
Concern that the proposed development will use high emission grey hydrogen derived from natural gas rather than green hydrogen			✓		The Project does not include for the use of grey hydrogen. The aim is to provide a pipeline to transport low carbon hydrogen and this will initially be blue hydrogen where carbon emissions arising from its manufacture are captured and safely stored within depleted gas fields in the Irish Sea. Ultimately the goal is for green hydrogen to be the future source.
Request for clarification as to whether green and blue hydrogen will be transported through separate pipelines within the same route	✓				The proposed hydrogen pipe is 'colour blind' in that it can accept hydrogen from any source. Hydrogen produced from more than one source can be

Issue Raised by Topic	Stakeholder Group				Response from Cadent
	Prescribed Consultees	Businesses & Community Groups	Members of the Public	Other Consultees	
					transported through the same pipe.
Request for clarification on whether fracked gas would be used a source of hydrogen			✓		Cadent (the Applicant) does not produce gas (including fracked gas), or sell it. They have an obligation to receive any gas into our network that meets strict safety and regulatory criteria. This is a policy decision for UK Governments and the current Government has made its position clear on fracking.
Request for more information with regard to the technological approach to creating new storage			✓		The Hydrogen Storage Facility will be constructed and operated by Inovyn. The location of the 19 gas storage caverns that will be used for hydrogen storage was selected by the storage operator Inovyn and is subject to a separate gas storage project Development Consent Order and does not form part of this Project.

Issue Raised by Topic	Stakeholder Group				Response from Cadent
	Prescribed Consultees	Businesses & Community Groups	Members of the Public	Other Consultees	
Request for more information about the approach to hydrogen storage			✓		See response above.
Request for clarification on how the planning approvals for storage are linked to this consultation	✓				See response above.
Information request					
Request for information on the diameter of the proposed pipeline			✓		The pipeline will consist of pipes of various diameters. The exact dimensions are still being determined and will be provided within the information which will accompany Statutory Consultation.
Request for information on whether the proposals will impact property and land in Bartington along the pipeline route			✓		Further information on the pipeline route will be made available at Statutory Consultation. The documents

Issue Raised by Topic	Stakeholder Group				Response from Cadent
	Prescribed Consultees	Businesses & Community Groups	Members of the Public	Other Consultees	
					which accompany the consultation will include the preliminary Environmental Information Report. This will provide a more detailed description of the Project and the approach to its construction.
Request for information on the pipeline route and potential impacts on land/property			✓		See response above.
Request for information on when construction methods and corridors will be established and made public			✓		See response above.
Request for information on how the route of the proposed pipeline is affected by HS2			✓		The pipeline will need to cross the proposed HS2 route in two places, one on the East Corridor and one on the South Corridor. Cadent is in discussions with HS2 to understand its timescales and

Issue Raised by Topic	Stakeholder Group				Response from Cadent
	Prescribed Consultees	Businesses & Community Groups	Members of the Public	Other Consultees	
					the potential interactions between the two projects.
Request for information on when pipeline routes will be established and made public			✓		The pipeline route is in iterative process which takes into account engineering design work, environmental assessment and the consideration of consultation responses. Refined details will be provided during a statutory consultation exercise, and the final proposals shown in the submission of the Development Consent Order application in March 2023.
Request for more information on the design of the Central Hub		✓			All HAGI sites will be unmanned facilities with CCTV and intrusion protection. There will be secure perimeter fencing, a small operations and welfare building and site lighting. Lighting will only be used for out of hours working which is not generally expected

Issue Raised by Topic	Stakeholder Group				Response from Cadent
	Prescribed Consultees	Businesses & Community Groups	Members of the Public	Other Consultees	
					but may be required in the case of infrequent maintenance overruns and in the case of emergency. Further information on the design of the Central Hub, will be made available in the statutory consultation documents.
Request for information on whether the Central Hub will have visible fencelines and the maximum anticipated height from ground level		✓			The facility's design will consider the minimum potential impact in terms of size: overall footprint and heights and will be landscaped accordingly to blend into the local environment as far as possible. Key HAGI sites like Central Hub are in the 0.5 - 1.5 ha size range with bulk equipment generally no greater than 3m in height. Indicative images of the proposed HAGI sites have been provided and some general information on HAGI's added to our website.

Issue Raised by Topic	Stakeholder Group				Response from Cadent
	Prescribed Consultees	Businesses & Community Groups	Members of the Public	Other Consultees	
					Further information on the HAGIs, including the Central Hub, will be made available in the statutory consultation documents.
Request for further information on the above ground installations, including the height		✓			See response above.
Request for information on the size of the Central Hub area		✓	✓		The Central Hub will be sited and designed to minimise impacts on local communities and the environment as far as possible. Further information on the HAGIs, including the Central Hub, will be made available in the statutory consultation documents.
Request for information on whether buildings and installations in the Central Hub area will be larger than a normal Above Ground Installation			✓		See response above.

Issue Raised by Topic	Stakeholder Group				Response from Cadent
	Prescribed Consultees	Businesses & Community Groups	Members of the Public	Other Consultees	
Request for information on whether the Central Hub will have additional buildings, and the size these would likely be			✓		See response above.
Request for information on the expected volume and frequency of traffic at the Central Hub			✓		The Central Hub will be sited and designed to minimise impacts on local communities and the environment as far as possible. Further information on the HAGIs, including the Central Hub, and associated traffic volumes will be made available in the statutory consultation documents.
Request for information on whether there would be traffic movements serving the Central Hub at night			✓		All HAGI sites will be unmanned facilities with CCTV and intrusion protection. Traffic movements at night will only be required for out of hours working which is not generally expected but may be required in the case of infrequent maintenance overruns and in the case of emergency. Further

Issue Raised by Topic	Stakeholder Group				Response from Cadent
	Prescribed Consultees	Businesses & Community Groups	Members of the Public	Other Consultees	
					information on the HAGIs, including the Central Hub, and associated traffic volumes will be made available in the statutory consultation documents.
Request for information on whether there would be 24-hour lighting at the Central Hub			✓		Lighting will only be used at the Central Hub for out of hours working which is not generally expected but may be required in the case of infrequent maintenance overruns and in the case of emergency. Further information on the HAGIs, including the Central Hub, and associated traffic volumes will be made available in the statutory consultation documents.
Request for information on how many road entrances would serve the Central Hub			✓		When identifying the route of the pipeline consideration will be given to how it can be accessed for construction. Access routes along the local highway will be

Issue Raised by Topic	Stakeholder Group				Response from Cadent
	Prescribed Consultees	Businesses & Community Groups	Members of the Public	Other Consultees	
					identified and an assessment made of the likely impacts arising from their use. Further information on the HAGIs, including the Central Hub and access arrangements will be made available in the statutory consultation documents.
Request for information on the timescale for the construction of the Central Hub			✓		A detailed programme for the construction of the project would be prepared by the appointed contractor once consent has been granted. At this current stage however it is known that the project will be constructed between 2025 and 2026 with commissioning in early 2027.
Request for information on the consideration of residential properties in the siting of the Central Hub		✓			The Central Hub will be sited and designed to minimise impacts on local communities as far as possible taking into account the connecting pipelines. Further

Issue Raised by Topic	Stakeholder Group				Response from Cadent
	Prescribed Consultees	Businesses & Community Groups	Members of the Public	Other Consultees	
					details on the impacts which may be experienced and how these could be mitigated will be provided in the PEIR which will be subject to statutory consultation.
Request for information on measures to mitigate the impact of the Central Hub on residential properties		✓			See response above.
Request for information on whether the search area for the Central Hub includes areas beyond the A533		✓			Further information on the search area adopted for the Central Hub, taking account of constraints in this area will be provided in the statutory consultation documents.
Request for information on whether pipelines would be routed underneath existing properties		✓			It is not the intention to route pipelines under existing properties.
Request for landowners and occupiers to be provided with		✓			Landowners affected by the Project will be engaged via land

Issue Raised by Topic	Stakeholder Group				Response from Cadent
	Prescribed Consultees	Businesses & Community Groups	Members of the Public	Other Consultees	
advance warning, once the route of the pipeline has been decided					agents Fisher German. The pipeline routing proposal will be taken to a statutory consultation which all landowners will be invited to provide feedback to the project. Following statutory consultation the feedback will be reviewed, any Project design changes required will take place and feedback on consultation will be available to landowners. When the Project has reached this stage, landowners will be contacted to present terms for voluntary agreements which will identify in detail the impact on their land before the DCO application is submitted.
Operations					
Suggestion that residential properties be connected to the			✓		The HyNet North West Hydrogen Pipeline will connect initially with large industrial and commercial

Issue Raised by Topic	Stakeholder Group				Response from Cadent
	Prescribed Consultees	Businesses & Community Groups	Members of the Public	Other Consultees	
proposed pipeline for residential energy use					gas customers in order to make the biggest reductions in CO2. This is in line with the UK Hydrogen Strategy which initially focuses on emissions reductions in industrial clusters. The HyNet network also includes connections to the existing gas network to enable hydrogen to be received by domestic users through a blended gas supply in the future. Trials are in development for the wider residential use of hydrogen, such as Hydrogen Village at Whitby in Ellesmere Port.
Suggestion that the proposed pipeline be connected to supply local residential properties with gas			✓		See response above.
Suggestion that the project should include connection to local residential centres			✓		See response above.

Issue Raised by Topic	Stakeholder Group				Response from Cadent
	Prescribed Consultees	Businesses & Community Groups	Members of the Public	Other Consultees	
Concern about the use of hydrogen blended with natural gas			✓		The introduction of hydrogen into the natural gas network would only take place following rigorous trails and testing programmes regulated by the Health and Safety Executive and other statutory regulators as applicable.
Request for clarification on how Cadent will assure that the gas network is suitable for accepting blended hydrogen			✓		See response above.
Concern that the supply of blended hydrogen into the gas network will require the transport of the gas blend at a higher pressure to maintain the same calorific value			✓		See response above.
Request for clarification on what happens when blending is restarted, and whether customers are required to take any actions			✓		Customers will be notified and provided with all required information relating to any supply of blended hydrogen.

Issue Raised by Topic	Stakeholder Group				Response from Cadent
	Prescribed Consultees	Businesses & Community Groups	Members of the Public	Other Consultees	
Request for clarification on what would happen if no hydrogen is available for blending			✓		Customers would still be provided with gas. If no hydrogen was available the supply would be 100% natural gas.
Concern that the use of blended hydrogen extends the use of highly polluting gas			✓		The HyNet North West Hydrogen Pipeline will be developed to transport all types of hydrogen produced (meeting all appropriate safety standards), which includes supplying a future 100% hydrogen gas network.
Suggestion that blended hydrogen be supplied to meet the heating requirements of chemical and glass industries			✓		The Phase 2 customers include chemical and glass industries. Depending upon their operational requirements they are proposing to use either a blended or full hydrogen. Any blended hydrogen would not be done by the Applicant in these facilities.

Issue Raised by Topic	Stakeholder Group				Response from Cadent
	Prescribed Consultees	Businesses & Community Groups	Members of the Public	Other Consultees	
Concern that blending hydrogen into the existing gas pipe network will cause embrittlement			✓		There has been a significant level of materials research into this area and studies are ongoing. The introduction of hydrogen into the network for purposes of blending will be subject to UK regulatory approvals including HSE.
Concern that the existing gas pipe network is not suitable for blended hydrogen			✓		See response above.
Request for clarification on the intent with respect to blending connections for Halton	✓				This Project (Phase 2) proposes to provide a gas blended supply (methane and hydrogen) to the Manchester area customers, served from existing gas AGIs Partington and Warburton in the future. Blending is currently being considered by the Secretary of State for Business, Energy and Industrial Strategy. A future Phase 3 project may extend

Issue Raised by Topic	Stakeholder Group				Response from Cadent
	Prescribed Consultees	Businesses & Community Groups	Members of the Public	Other Consultees	
					blending across the wider North West UK region, but this does not form part of this DCO Application.
Request for clarification on the intent with respect to blending connections for the Liverpool City Region	✓				See response above.
Property and Compensation					
Objection to the installation of the proposed pipeline in privately owned land			✓		The footprint of the Project has not yet been defined and it has not been confirmed where the proposed pipeline will be installed. The pipeline will need to be installed in areas of private land however Landowners will be consulted, and when appropriate, terms for a voluntary agreement will be offered by the project to reflect the fact that land rights will be required from private landowners.

Issue Raised by Topic	Stakeholder Group				Response from Cadent
	Prescribed Consultees	Businesses & Community Groups	Members of the Public	Other Consultees	
Concern about the impact of the project on residential properties			✓		The Project will not impact residential buildings and will be routed in such a way that the pipeline will not be under any existing buildings.
Request for clarification on whether residential properties will be compulsory purchased as part of the project			✓		Where private land or rights over land are required for the Project to construct or operate the pipeline and associated infrastructure, terms for voluntary agreements will be offered to landowners. If agreements can't be reasonably reached then the Applicant will be seeking the appropriate rights for Compulsory Purchase within its Development Consent Order. The pipeline or associated infrastructure will not be routed under existing buildings and therefore residential property will not be affected by Compulsory Purchase. There may be a need to route through

Issue Raised by Topic	Stakeholder Group				Response from Cadent
	Prescribed Consultees	Businesses & Community Groups	Members of the Public	Other Consultees	
					land connected with residential properties such as paddocks.
Request for clarification on whether residential properties will be compensated			✓		Reasonable compensation is available for residential (or any other type) of property where there is a direct loss caused by temporary works on the property (such as crop loss and disturbance). Any land where permanent rights are required will be reasonably compensated for the necessary land rights.
Suggestion that the route corridor should avoid land owned and occupied by those impacted by the HS2 Phase 2B project		✓			The Applicant will liaise with the relevant parties at HS2 to ensure the projects are aware of their respective potential footprints. The Project will be routed according to best practice principles taking account of the environment, engineering and existing land use.

Issue Raised by Topic	Stakeholder Group				Response from Cadent
	Prescribed Consultees	Businesses & Community Groups	Members of the Public	Other Consultees	
Concern that landowners in Cheshire are already affected by the HS2 Phase 2B project		✓			See response above.
Suggestion that Bloor Homes will seek compensation for deferment costs if their housebuilding programme is deferred due to pipeline routeing through the former Linkway Distribution Park site		✓			These concerns are noted.
Concern that landowners who consider that their property in the East corridor will be impacted by the proposed development have not been contacted			✓		All reasonable efforts are being made to consult all parties affected by the Project. Fisher German is undertaking detailed land referencing (identification of people with interest in land) and those people identified will be invited to any future consultation events. The Communication and Engagement team issued a post card to addresses within the

Issue Raised by Topic	Stakeholder Group				Response from Cadent
	Prescribed Consultees	Businesses & Community Groups	Members of the Public	Other Consultees	
					proposed corridor inviting them to the previous round of consultation events.
Suggestion that the Canal and River Trust require the retention of access to their waterways and supporting infrastructure during construction and operations	✓				The Applicant will liaise with the Canal and River Trust to discuss these concerns. During construction the project will work with all landowners and occupiers to facilitate appropriate working area crossing points and agree access requirements.
Suggestion that the Canal and River Trust is a statutory undertaker which will resist any compulsory purchase which may adversely impact their land and undertakings	✓				The Applicant will liaise with the Canal and River Trust to discuss these concerns.
Suggestion that acquisition of land from the Canal and River Trust should only be with their consent	✓				See response above.

Issue Raised by Topic	Stakeholder Group				Response from Cadent
	Prescribed Consultees	Businesses & Community Groups	Members of the Public	Other Consultees	
Suggestion that access to Canal and River Trust land require discussions and agreements between the Trust and the Developer	✓				See response above.
Suggestion that Cadent provide information on easements as part of the statutory consultation process		✓			When the Project is sufficiently developed to agree terms with landowners, precedent easement documents will be provided to landowners and their advisors. The statutory consultation will provide an overview of the easement documentation and other relevant information in relation to land rights.
Concern about the effects on property assets during construction, specifically those which may be intended for sale	✓				The Applicant will clearly communicate its construction programme to enable landowners and advisors to consider the wider impacts of the scheme.

Issue Raised by Topic	Stakeholder Group				Response from Cadent
	Prescribed Consultees	Businesses & Community Groups	Members of the Public	Other Consultees	
Request for written confirmation when confirming that survey access will not be required for residential properties			✓		Survey access is required to assess different environmental habitats, some of which may be in private gardens or land ancillary to residential property. Survey access is required over wide ranges on land sometimes outside of the projects corridor. In very rare circumstances bat surveys are undertaken in residential properties.
Socio-economic					
Suggestion that assurances be given that the project will provide improved green energy benefits			✓		Low carbon hydrogen will be essential for achieving net zero and reducing the effects of climate change. Low carbon hydrogen will play an important complementary and enabling role alongside clean electricity in decarbonising our energy system. It is suited to use in a range of sectors where electrification is not

Issue Raised by Topic	Stakeholder Group				Response from Cadent
	Prescribed Consultees	Businesses & Community Groups	Members of the Public	Other Consultees	
					feasible or is too costly, and other decarbonisation options are limited. This may include generation of high temperature heat, such as in industrial furnaces in glass or steel manufacture, and for long-distance and heavy-duty transport vehicles. Hydrogen will be critical to the realisation of green energy benefits and is a versatile solution to meet some of the more challenging industrial requirements for energy.
Suggestion that assurances be given that the project will result in significant cost savings for consumers			✓		Developing a hydrogen economy requires tackling the 'chicken and egg' problem of growing supply and demand simultaneously, and the UK offers favourable conditions for both to readily expand at the same time. When it comes to production of hydrogen, the government has committed to

Issue Raised by Topic	Stakeholder Group				Response from Cadent
	Prescribed Consultees	Businesses & Community Groups	Members of the Public	Other Consultees	
					a 'twin track' approach. This makes the most of the UK's potential to produce large quantities of both electrolytic 'green' and CCUS enabled 'blue' hydrogen. It is difficult to provide guarantees of the difference this will make in terms of cost to consumers, but the energy sector and government will draw on lessons from offshore wind and other low carbon technologies and aim to capitalise on world-leading expertise in research and innovation and decarbonisation to help enable a cost effective solution for all.
Request for clarification on the impact on electricity prices and supply as a result of the project using renewable energy			✓		The government is responsible for setting the business models for energy and as such the way energy prices are set is not something the Applicant will have influence over. The Department

Issue Raised by Topic	Stakeholder Group				Response from Cadent
	Prescribed Consultees	Businesses & Community Groups	Members of the Public	Other Consultees	
					for Business, Energy and Industrial Strategy will produce a commercial strategy for hydrogen and for all energy markets. This is not directly influenced by the HyNet North West Pipeline Project.
Request for clarification on the impact of the construction of the proposed development on gas supply prices			✓		See response above.
Concern about the impact of disruption resulting from the project on local agricultural businesses		✓	✓		The HyNet North West Pipeline Project team is already developing strong relationships and engaging directly with land agents and will continue to work closely with local members of agricultural businesses and landowners to understand any impacts of the proposal on their business and to minimise disruption wherever possible.

Issue Raised by Topic	Stakeholder Group				Response from Cadent
	Prescribed Consultees	Businesses & Community Groups	Members of the Public	Other Consultees	
Concern about the impact of the loss of agricultural land as a result of the project on the local rural economy		✓	✓		See response above.
The Project must ensure that the relationship between outdoor sport as a Land Use and the outdoor sport facilities users should be well integrated as the proposals are being developed	✓				The proposed assessment will take account of sports pitches and playing fields and the sporting and recreational activities which take place on them. Such facilities are to be avoided wherever possible and further details of the identification and assessment of the proposal against these features will be continued with the PEIR which will be subject to statutory consultation.
Sources which should be used to identify playing fields that could be affected by the pipeline are: Sport Englands Active Places Power website, Playing Pitch Strategies	✓				The assessment undertaken will consider the suggested data sources related to playing fields.

Issue Raised by Topic	Stakeholder Group				Response from Cadent
	Prescribed Consultees	Businesses & Community Groups	Members of the Public	Other Consultees	
for Halton, Cheshire East, Cheshire West and Chester, Warrington, St Helens and Trafford					
Concern about the impact of the North Corridor pipeline route across the residential development at the former Linkway Distribution Park on the ability for Bloor Homes to sell new homes at the site		✓			Assessment of the effects of the project on the residential development at the former Linkway Distribution Park will be included, should this location fall within the route of the pipeline once it has been finalised.
Concern that the Project will have a detrimental impact on visitor numbers, which local businesses rely on			✓		The Project will work with people who have good local knowledge of the area to minimise short and long term disruption on recreation and tourism. The need to maintain recreational capacity and tourism throughout the Project development phase and future operational phase is recognised.

Issue Raised by Topic	Stakeholder Group				Response from Cadent
	Prescribed Consultees	Businesses & Community Groups	Members of the Public	Other Consultees	
Concern that there are no benefits as a result of the Project to the local area of Whitley			✓		Jobs related to the construction and operation of new infrastructure associated with the Project will add to the supply of local jobs and to those available to Whitley residents.
Suggestion that disruption expected at Whitley should be offset with tangible benefits			✓		The Project elements near Whitley will be designed to minimise impacts on local communities as far as possible. Further details on the impacts which may be experienced by local communities and how these could be mitigated will be provided in the PEIR which will be subject to statutory consultation.
Traffic and Transport					
Request for clarification on how the project will interface with the Warrington Western Link project			✓		Further work will be undertaken to consider the overlap of the West Link project with the

Issue Raised by Topic	Stakeholder Group				Response from Cadent
	Prescribed Consultees	Businesses & Community Groups	Members of the Public	Other Consultees	
					pipeline proposals. This information will be presented in the Environmental Statement submitted with the DCO Application.
Concern about the cumulative impact of the proposed development and the Tata incinerator on local traffic in Northwich			✓		The assessment of cumulative effects will be undertaken and presented with the environment statement which will accompany the application. The scope of the assessment will be agreed with the relevant local planning authorities including Cheshire West and Chester.
Suggestion that the A533 is currently a busy road which will adversely impact on site access	✓				The potential for effects upon the local highway network will be considered and assessed in line with industry standard methodologies. These will be discussed in advance with the local highways authorities. Where there is a potential to impact the

Issue Raised by Topic	Stakeholder Group				Response from Cadent
	Prescribed Consultees	Businesses & Community Groups	Members of the Public	Other Consultees	
					existing network traffic management measures will be set out within an Outline CTMP.
Suggestion that the Godscroft Lane/A56 junction is a very busy area of the A5			✓		See response above.
Suggestion that the A56 becomes congested when the M56 is closed			✓		See response above.
Suggestion that a new cycle lane is being constructed along the A56 between Helsby and Frodsham			✓		Noted. This improvement will segregate cyclists from the carriageway and it will improve the environment for cyclists.
Suggestion that particular attention should be made if the pipeline results in impacts to active travel and public transport	✓				A preliminary assessment of the existing active travel and public transport across the whole area will be provided within the PEIR with potential impacts identified and mitigations proposed to address.

Issue Raised by Topic	Stakeholder Group				Response from Cadent
	Prescribed Consultees	Businesses & Community Groups	Members of the Public	Other Consultees	
Concern that the project will impact routes required in the event of an emergency			✓		It is not clear which routes these may be, but should any road closures be required on the project suitable diversions will be provided or allowance for emergency access will be retained. The traffic management measures will be discussed with the relevant highway authorities.

8. Summary and next steps

8.1.1 This Non-Statutory Consultation Feedback Report represents the first stage in the consultation process to help Cadent develop their proposals for the HyNet North West Hydrogen Pipeline. The consultation sought views on the route corridors, within which the pipeline could be located, and search areas, within which HAGIs could be constructed.

8.1.2 In total 108 pieces of feedback were received during the consultation. All feedback received from the Stage One Consultation has been considered by Cadent alongside ongoing design and environmental assessment work. Further details of how feedback has been considered will be included in the Design Evolution Report, which will be part of the statutory (second) consultation information and the DCO application documents.

Next Steps

8.1.3 In accordance with the requirements of the Planning Act 2008, Cadent will consult on its defined pipeline route and locations for the HAGIs and other above ground infrastructure will be subject to consultation as part of the Stage Two statutory consultation proposed to take place in Autumn 2022. This will provide prescribed consultees, local communities and other interested parties with an opportunity to share their views on the design and wider information, prior to the submission of the DCO application. The results of this consultation will be provided in a further Consultation Report supporting the DCO application.

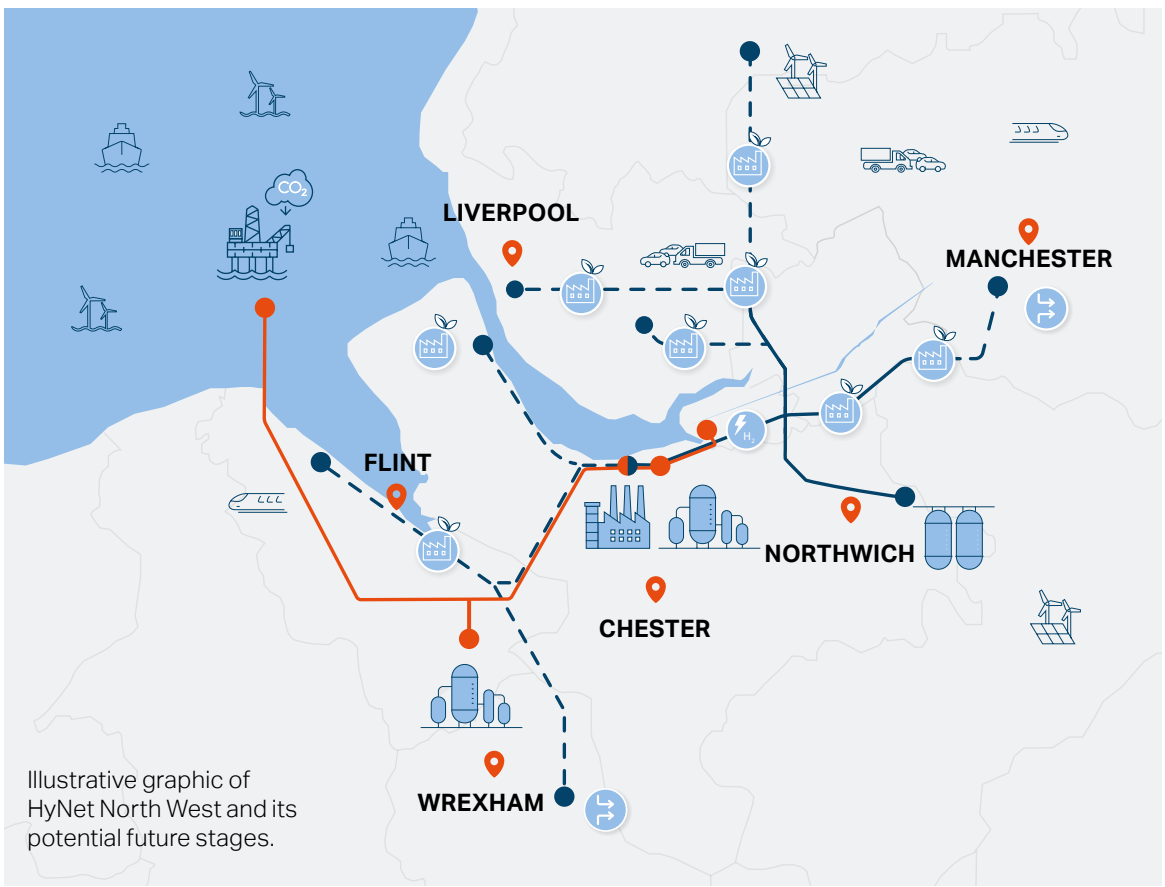
8.1.4 The Stage Two consultation will be undertaken in accordance with the Statement of Community Consultation.

Appendix A Exhibition Boards

HyNet North West Hydrogen Pipeline

Delivering clean growth

The plans, being developed by Cadent, the gas network operator for the region, are a key part of the ambitious HyNet North West low carbon cluster.



Illustrative graphic of HyNet North West and its potential future stages.

The hydrogen pipeline will safely transport low carbon hydrogen produced at Essar's Stanlow Manufacturing Complex near Ellesmere Port to various industrial organisations. It will also transport hydrogen to blending stations in Warburton and Partington (near Manchester) where it will be blended into the existing gas network to heat homes and businesses. The project will link to underground hydrogen storage facilities that will be used to balance supply and demand.

The pipeline will be underground, although we will need some additional infrastructure known as Hydrogen Above Ground Installations (HAGIs) at various locations along the route.

We anticipate to start construction in line with the hydrogen production plan, subject to obtaining planning consent.

HyNet North West

The pipeline is part of the HyNet North West low carbon cluster. HyNet is an innovative energy project that will unlock a low carbon economy for the North West and North Wales and put the region at the forefront of the UK's drive to achieve net zero.

Cadent is the UK's largest gas distribution network, managing a network of more than 80,000 miles of pipes, most of which are underground. These pipelines transport gas to 11 million customers throughout the North West, West Midlands, East Midlands, South Yorkshire, East of England and North London.

Scan with your phone's camera to access our website

Cadent
Your Gas Network

An overview of our proposals

HyNet North West Hydrogen Pipeline

Delivering clean growth

The HyNet North West Hydrogen Pipeline includes the construction, operation and maintenance of around 77 miles of new gas transportation infrastructure. The pipeline will vary in diameter along the route between 12 inches to potentially 48 inches. The primarily underground pipeline will connect a number of defined end points, distributing hydrogen to industry and blending hydrogen into the existing gas network in the North West.

End points	Why it's needed
Hydrogen production facility at Stanlow Manufacturing Complex	Provides a source of hydrogen to supply the pipeline network
Hydrogen storage facility, near Northwich	Allows hydrogen to be stored at times of peak supply and released into the network to meet demand
Blending to the existing gas network, near Warburton and Partington	Allows hydrogen to be blended with natural gas and supplied into the wider pipeline network
A cluster of industrial operations across the project area	Helps decarbonise industry in the region

The pipeline

The pipeline will connect to the proposed hydrogen manufacturing plan at Stanlow Manufacturing Complex, near Ellesmere Port. This will be the source of hydrogen for onward distribution into the network. The pipeline will then continue to a 'Central Hub' at the centre of the network. The Central Hub will act as the connection and onward distribution point for users and connection to storage along the south, east and north sections of the route corridor.

We have used our early feasibility and design work to date to develop a route corridor, a broad area within which the underground pipeline could be routed. On the map (shown on the Overview Map panel), the route corridor broadly represents a cross (or an 'X').

Spurs

In some areas, we have identified spurs off the route corridor. These are needed to take hydrogen from the main pipeline to specific industrial users in the region. We expect that these spurs will use a smaller type of pipe and will include installing pipe within roads, much like Cadent's existing network.

Hydrogen Above Ground Installations (HAGIs)

The majority of our new infrastructure will be underground. However, at certain points along the pipeline, we will need some above ground infrastructure. We call these Hydrogen Above Ground Installations (HAGIs).

These sites will also give us access to inspect the integrity of the pipeline and to manage the flow to different parts of the network. They will also allow future connections to the network.

HAGI Search Areas have been identified within the route corridor based on points along the pipeline network where connections or block valves are required. We currently anticipate needing around 12 HAGIs – please see our overview map for further details.

HAGI sites will also include connection points to the new hydrogen plant, storage facility, and to support connections to industrial users and blending points within the existing gas network.

Typically, HAGIs require a range of above ground equipment and structures. These structures are usually around 1.5 to 2 metres tall. HAGI sites vary in size, but typically range between 0.5 and 2 hectares. 1 hectare is around the size of a football pitch.

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Cadent
Your Gas Network

Overview map

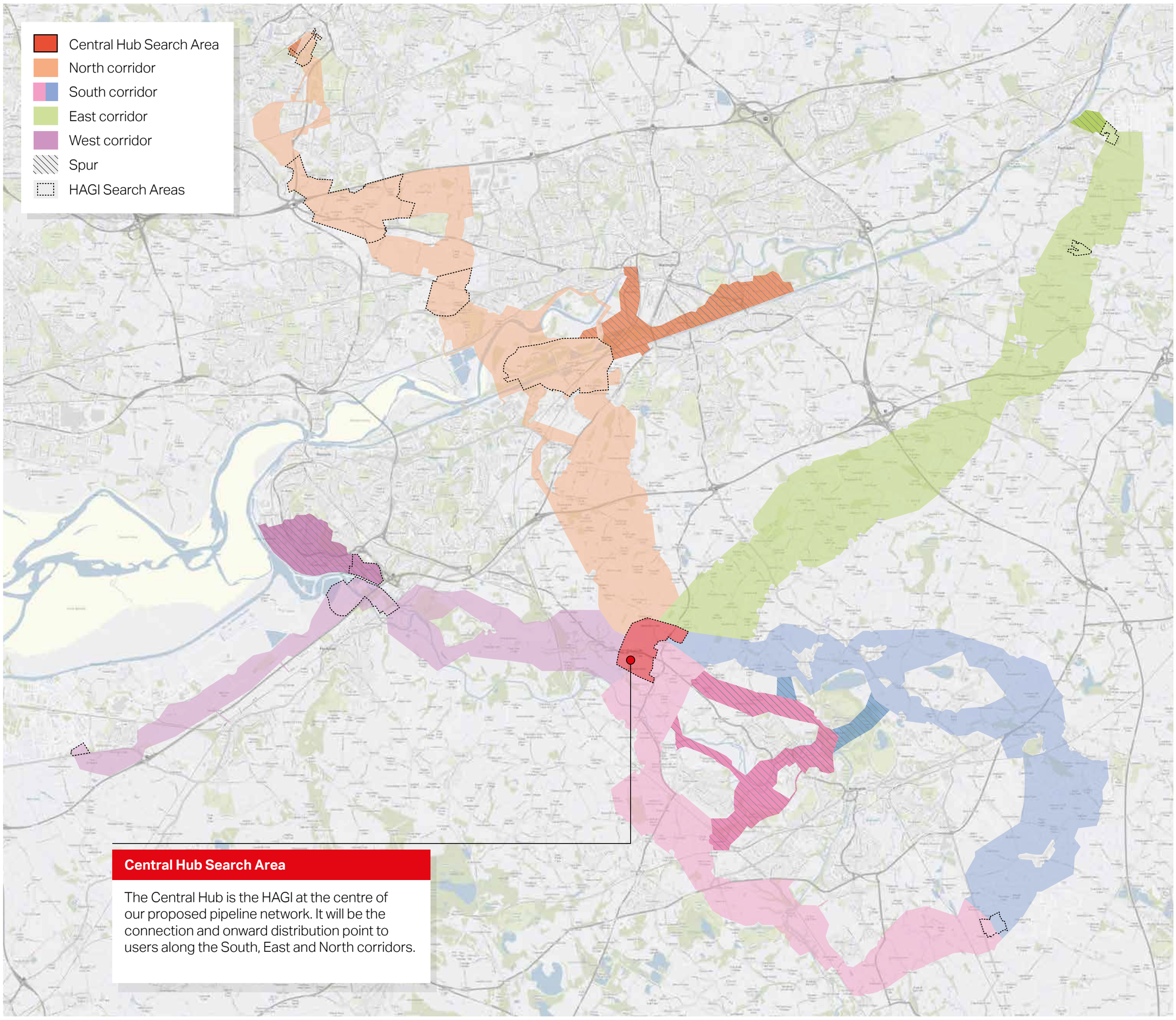
HyNet North West Hydrogen Pipeline

Delivering clean growth

This map shows an overview of the proposals we are consulting on and the route corridor we have identified within which our underground pipeline could be constructed.

This route corridor is based on preliminary desk-based assessments and initial site visits. Where the infrastructure needs to leave the main network to connect to industrial users and blending points, we have identified a number of spurs.

For the above ground infrastructure, we have identified search areas within which our HAGIs could be sited.



Central Hub Search Area

The Central Hub is the HAGI at the centre of our proposed pipeline network. It will be the connection and onward distribution point to users along the South, East and North corridors.

Scan with your phone's camera to access our website

Cadent
Your Gas Network

How we developed our proposals

HyNet North West Hydrogen Pipeline

Delivering clean growth



Option A: X Layout

Option A is the route corridor we are consulting on. This roughly forms an ‘X’ shape, with a Central Hub and four legs: west to Stanlow; north to St Helens; east to Partington and Warburton; and south towards Middlewich.

In developing our route corridor, we also assessed and ruled out three alternative corridors.



Option B: H Layout

This formed an ‘H’ shape. The western leg would have run from Stanlow to Frodsham; the north across the Mersey Estuary to St Helens; the east from Partington; the south past Warburton to a location near junction 20 of the M6, then south to the hydrogen storage facility.



Option C: XH Layout

This would have been a combination of options A and B, with the western, northern and eastern legs the same as those chosen in A. The connection to the hydrogen storage facility included the option provided in B, with a leg running from near junction 20 of the M6 to the hydrogen storage facility.



Option D: U Layout

This roughly formed an ‘H’ shape. It would have had a western leg running from Stanlow to St Helens across the Mersey Estuary (with a spur towards Warrington). The southern leg would have run from Stanlow to Middlewich and an eastern leg from Winsford to Carrington.

Please see our consultation brochure for more detail on these routes, but we have chosen our route corridor over the alternatives for reasons including:

- Option A: Unlike options B and D, it does not require a crossing of the Mersey which would result in additional environmental impacts on protected sites or require long distance drilling which would add costs and complexity to an already challenging project
- Option A: Unlike option C, it is deliverable with only a single Central Hub site

Scan with your phone’s camera to access our website

Cadent

Your Gas Network

How we construct pipelines

HyNet North West Hydrogen Pipeline

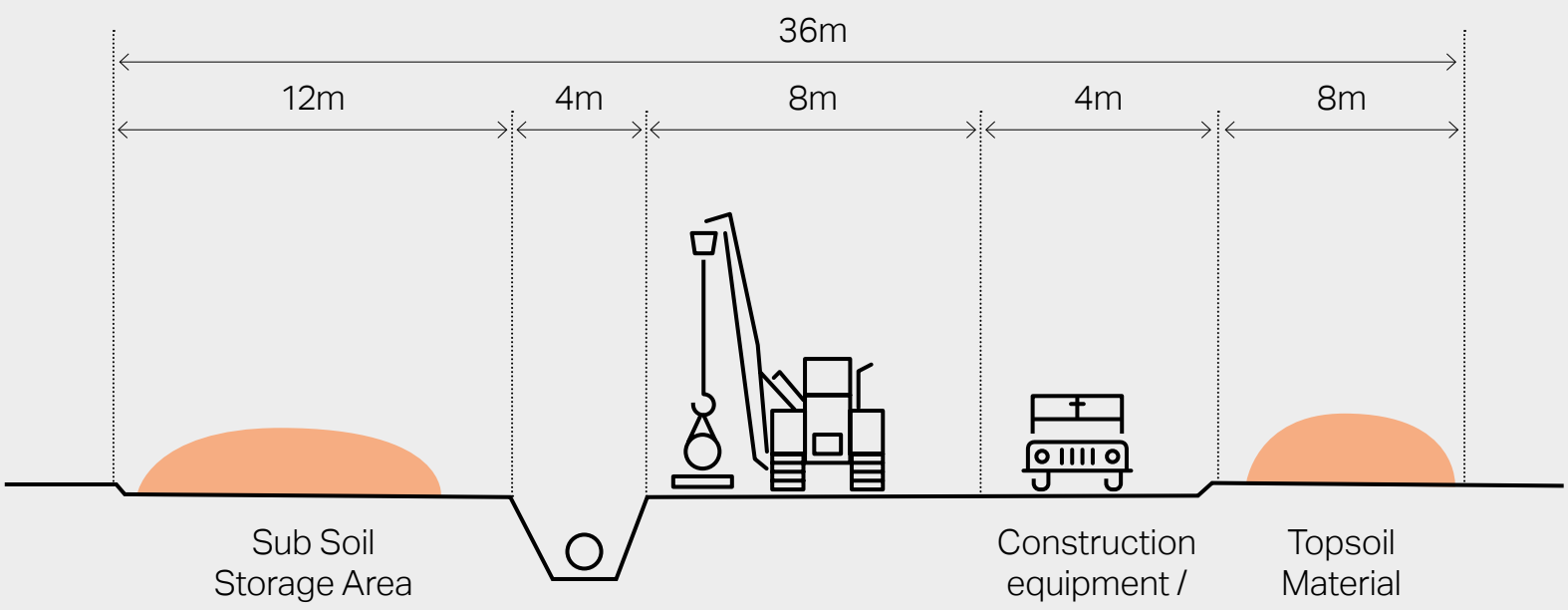
Delivering clean growth

Cadent is an experienced and trusted operator of pipelines. We will make sure we bring our knowledge of constructing and maintaining the existing gas network to this project.

There are a number of different construction techniques we could use, including:

- **Open trenching** – this is the most common method for installing underground pipelines. We begin by marking out the total area within which construction work will take place. Topsoil is then carefully stripped and stored next to the pipeline route. The pipeline is delivered in short lengths (and placed on supports) which are then welded together. Then we dig the pipeline trench and lower the pipe into the trench using special vehicles called 'side booms'. The trench is then backfilled and the topsoil replaced.
  Once the land above the pipeline has been fully reinstated, we will work hard to return it to its previous use.
- **Trenchless methods** – in some cases, for engineering and environmental reasons we need to consider trenchless methods of construction including micro tunnelling and horizontal directional drilling.

Diagram of open trench excavation



Typical working width – may vary depending on size of pipe or ground conditions.

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Cadent
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What happens next?

HyNet North West Hydrogen Pipeline

Delivering clean growth

Local people, including residents, local elected representatives and other stakeholders, have an important role to play throughout this process. We need your views and knowledge as we work to refine our final pipeline route.

After consultation closes, we will consider all the feedback we have received. We will also carry out lots of technical engineering and environmental work, to understand more about the areas we could route the pipeline in.

This work will help us identify a more detailed design for the pipeline route. We will present this design, alongside more detailed environmental work, at a second consultation later this year.

The HyNet North West Hydrogen Pipeline is a Nationally Significant Infrastructure Project. This means we will apply to the Planning Inspectorate and Government's Secretary of State for Business, Energy and Industrial Strategy for planning permission through a Development Consent Order (DCO), in accordance with the Planning Act 2008.

Your feedback can help us shape our proposals and create the best possible project.

Current project timeline

January 2022:
Non-statutory consultation launches

Spring and Summer 2022:
Habitat assessment surveys, including great crested newts and reptiles, along with other environmental surveys, to support our assessments and ongoing engineering design.

Autumn 2022:
Statutory consultation launches

Spring 2023:
Development Consent Order (DCO) submission

Summer/Autumn 2024:
Secretary of State decision

2025-2027:
Construction takes place

2027:
Pipeline operational

Please note that this is an indicative timeline and could be subject to change.

You can share feedback by:

Using our project website:
www.hynethydrogenpipeline.co.uk

Submit feedback on our website using our online feedback form and interactive map. The mapping tool allows you to leave comments at different location points along our route corridor.

Sending an email to:
info@hynethydrogenpipeline.co.uk

We welcome all feedback and any questions you might have about the project via email.

Sending written feedback to our freepost address:
FREEPOST HYNET NWHP

You can write us a letter or send hard copy feedback forms, which are available at this event.

Please ensure you submit your feedback by 11 March 2022.

Scan with your phone's camera to access our website

Cadent
Your Gas Network

Appendix B List of stakeholders

Table B.1 Stakeholders notified - Members of Parliament

Member of Parliament	Constituency
Justin Madders MP	Ellesmere Port and Neston
Mike Amesbury MP	Weaver Vale
Rt Hon Esther McVey MP	Tatton
Andy Carter MP	Warrington South
Sir Graham Brady MP	Altrincham and Sale West
Kate Green MP	Stretford and Urmston
Marie Rimmer MP	St Helens South and Whiston
Edward Timpson MP	Eddisbury
Derek Twigg MP	Halton

Table B.2 Stakeholders notified - Local authorities

Local authority	Position
Cheshire East Council	Cllr Sam Corcoran (Leader of the Council)
Cheshire East Council	Principal Planning Officer
Cheshire West and Chester Council	Cllr Louise Gittins (Leader of the Council)
Cheshire West and Chester Council	Cllr Matt Bryan (Cabinet Member for Housing, Planning & Climate Emergency)
Cheshire West and Chester Council	Head of Planning
Cheshire West and Chester Council	Locality Officer

Local authority	Position
Cheshire West and Chester Council	Senior Locality Manager
Halton Borough Council	Cllr Mike Wharton (Leader of Council)
Halton Borough Council	Cllr Dave Thompson (Portfolio Holder for Major Projects)
Halton Borough Council	Operational Director, Policy, Planning and Transportation
St Helens Council	Cllr David Baines (Leader of the Council)
St Helens Council	Cllr Richard McCauley (Cabinet Member - Regeneration and Planning)
St Helens Council	Director of Strategic Growth
St Helens Council	Development Plans Manager
Warrington Borough Council	Cllr Russ Bowden (Leader of the Council)
Warrington Borough Council	Cllr Hitesh Patel (Cabinet Member for Environment, housing and public protection)
Warrington Borough Council	Development Manager
Trafford Council	Cllr Andrew Weston (Leader of the Council)
Trafford Council	Cllr James Wright (Portfolio Holder for Housing and Regeneration)
Trafford Council	Strategic Planning and Growth Manager

Table B.3 Stakeholders notified – Town and Parish Councils

Town and Parish Councils			
Acton Bridge Parish Council	Dunham Massey Parish Council	Little Leigh Parish Council	Walton Parish Council
Agden Parish Council	Dutton Parish Council	Lower Peover Parish Council	Warburton Parish Council
Antrobus Parish Council	Elton Parish Council	Lymm Parish Council	Weaverham Parish Council
Appleton Parish Council	Frodsham Town Council	Marston Parish Council	Whitegate and Marton Parish Council
Aston by Budworth Parish Council	Great Budworth Parish Council	Moulton Parish Council	Whitley Parish Council
Aston Parish Council	Hartford Parish Council	Northwich Town Council	Wincham Parish Council
Bold Parish Council	Hatton Parish Council	Penketh Parish Council	Barnton Parish Council
Bostock Parish Council	Helsby Parish Council	Pickmere Parish Council	Anderton with Marbury Parish Council
Carrington Parish Council	High Legh Parish Council	Plumley with Toft and Bexton Parish Council	Grappenhall and Thelwall Parish Council
Comberbach Parish Council	Ince Parish Council	Lach Dennis and Lostock Green Parish Council	Stockton Heath Parish Council
Daresbury Parish Council	Lach Dennis and Lostock Green Parish Council	Rainhill Parish Council	Warburton Parish Council
Davenham Parish Council	Little Bollington Parish Council	Sutton Weaver Parish Council	Weaverham Parish Council

Table B.4 Stakeholders notified - Community organisations

Community organisations			
AccessAble for Runcorn and Widnes	FOAM (Friend of Anderton and Marbury)	Post 16 Education and Training Team	Vesta
Age UK Mid Mersey Hubs	Fusion Inclusion	SEND youth club for young people with disabilities	Victoria Infirmary
Age UK Trafford	Groundwork Cheshire	Space4Autism	Warrington Community Living Domiciliary/Supported Living Network
Barnton Library	Halton Send Partnership	St Helens Council - 'Day Opportunities'	Warrington Disability Partnership
Barnton Memorial Hall	Halton Youth Cabinet	St Helens Council - 'The Visual Impairment Team'	Warrington Joint Autism and Learning disability partnership
Barnton Oakwood Medical Centre	Hartford Golf Club	St Helens Youth Council	Warrington learning disability community team
Brightlife Cheshire: By Older People for Older People	Latchford Community Hub	Sure Start to Later Life	WECA- Warrington Ethnic Community Association
Buzz Youth Activity Group	Learning disability community team	SUSO	Winnington Firdale Medical Centre
ChAPS	Link Up Club	The Cheshire East Local Offer	Winnington Garden Centre
CHAWREC-Cheshire race and equality centre	Mencap	The Early Help Schools and Partnership Team	Winnington Park Primary and Nursery School
Cheshire East Learning	Northwich Rotary	The SEND team	Winnington Park Rec Club

Community organisations			
Disabilities Partnership Board			
Cheshire East Youth Support Service Youth Group - South	Northwich Town Council	The Welcome - Connected Communities Centre	YAZ (Youth Action Zone) St Helens
Cheshire West Community Access Team	O.C.E.A.N - Organising and Caring for Ethic and All Nations (Cheshire)	Trafford Sensory Services Team for Adults	Young Carers Forum
Cheshire West Specialist Learning Disability Service	Orford Youth Base	Umbrella Halton	Young People's Service
Community and Day Centres	Over 55's Activity and Luncheon Club + Bingo	Vee's Place	Vesta

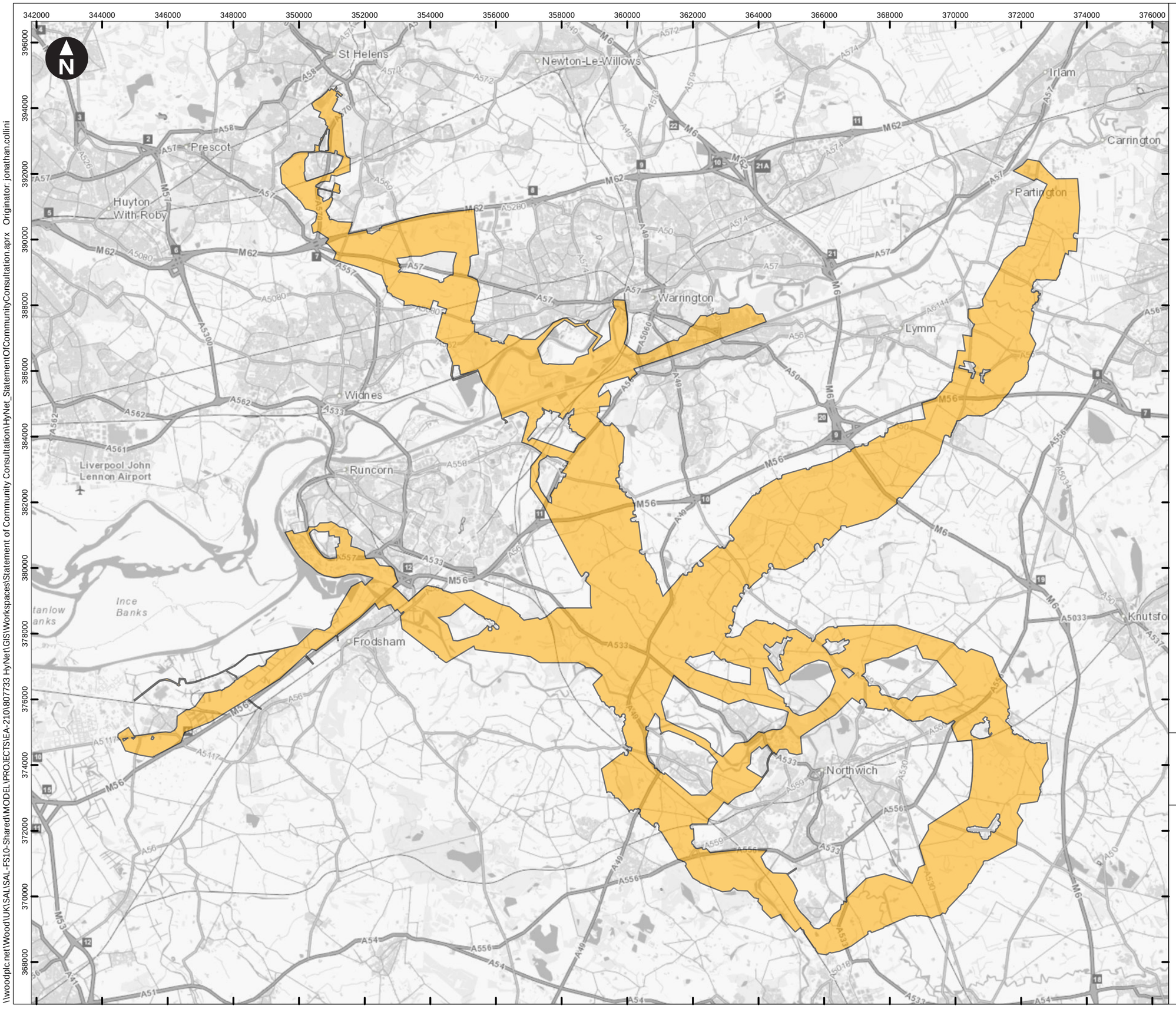
Table B.5 Stakeholders notified - Political and technical bodies

Political and technical bodies	
British Horse Society	North West Business Leadership Team
Canal & River Trust	Office of the Police & Crime Commissioner for Cheshire
Cheshire and Warrington LEP	Office of the Police & Crime Commissioner for Merseyside
Cheshire Fire and Rescue Service	Ramblers Association
Cheshire Wildlife Trust	Scottish Power Energy Networks
Greater Manchester Fire & Rescue	The Coal Authority

Political and technical bodies

Homes England	The Crown Estate Commissioners
HS2 Limited (Phase 2b)	The Environment Agency
Merseyside Fire & Rescue	The Equality and Human Rights Commission
National Grid	The Forestry Commission
National Highways	The Health and Safety Executive (HSE)
Natural England	The Historic Buildings and Monuments Commission for England (Historic England)
Network Rail	The Water Services Regulation Authority (Ofwat)
NHS Cheshire CCG	Transport for Greater Manchester
NHS England & NHS Improvement - North West	Transport for the North
NHS Halton CCG	United Utilities
NHS St Helens CCG	Wildlife Trust for Lancashire, Manchester and South Merseyside
NHS Warrington CCG	

Appendix C Consultation Zone



Key

Consultation Zone

0 1 2 3 4 5 Kilometers

Scale at A3: 1:110,000

OS Open Greyscale: Contains OS data © Crown Copyright and database right 2020

Client

wood. | Cadent

HyNet North West Hydrogen Pipeline Project
Stage One Non-Statutory Consultation
Consultation Feedback Report

Appendix **C**
Consultation Zone

wood.

\\woodplc.net\Wood\UK\SAL\SAL-FS10-Shared\MODEL\PROJECTS\EA-2101807733 HyNet\GIS\Workspaces\Statement of Community Consultation\HyNet_StatementOfCommunityConsultation.aprx Originator: jonathan.collini

Appendix D Consultation Postcard

CONSULTATION OPEN

Have your say on plans for new underground hydrogen pipeline

TAKE PART – 26 January to 11 March 2022

HyNet North West Hydrogen Pipeline

Delivering clean growth

Cadent has announced plans for its HyNet North West Hydrogen Pipeline – a new underground hydrogen pipeline in your area that will help decarbonise the North West.

Now is your opportunity to provide any information that you think is important for us to consider. This will help us develop the best possible route for the new pipeline.

Go online to find out more about our proposals and share your thoughts: www.hynethydrogenpipeline.co.uk

Or to access our website, scan this QR code with your phone's camera.

The proposed pipeline is being developed by Cadent, the region's gas network operator, and will be the UK's first 100 per cent low carbon hydrogen pipeline.



An illustration of the area we could be working in.

Cadent
Your Gas Network

The consultation
Cadent's consultation is now open and will run for six weeks from **00:01 on 26 January 2022 to 23:59 on 11 March 2022**.

You can find out all about our proposals on our website (**www.hynethydrogenpipeline.co.uk**). You can also ask the project team any questions you might have by emailing **info@hynethydrogenpipeline.co.uk** or calling **0800 8606 261**.

Ways to have your say:



Interactive map and feedback form on our website



info@hynethydrogenpipeline.co.uk



Feedback form – available from an in-person event, reference location or request one from our team (via the phone number above)



FREEPOST HYNET NWHP

Meet the team
You can meet the team, ask questions and find out more about the HyNet North West Hydrogen Pipeline at one of our eight in-person events. You can find details of these on our website or contact the team on the details above.

We'll also be holding two online webinars about the project. You can sign up for these at: **www.hynethydrogenpipeline.co.uk/meet-our-team**. All in-person events are Covid-permitting. Please check our website before attending.

Copies of our consultation brochure and feedback forms are available at locations across the project area. Visit our website or contact us to find out more.

Address
Line 1
Line 2
Line 3
Line 4

Appendix E Poster

CONSULTATION OPEN

Have your say on plans for new underground hydrogen pipeline

HyNet North West Hydrogen Pipeline

Delivering clean growth

TAKE PART – 26 January to 11 March 2022



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Give us your feedback

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Or to access our website, scan this QR code with your phone's camera.

Email: **info@hynethydrogenpipeline.co.uk**

Write: **FREEPOST HYNET NWHP**

Meet the team

Meet our team and find out more by coming to one of our in-person or online events*. For details, go to **www.hynethydrogenpipeline.co.uk/meet-our-team**.

Any questions?

Email or call our project team on **0800 860 6261**.

***Covid-19:** In carrying out our in-person events, we will adhere to any Government guidance in place at the time. Should Government Covid-19 guidance require us to cancel our planned in-person events, we will endeavour to let people know and provide an online alternative.

Cadent
Your Gas Network

Appendix F Advertisements

OPINION

‘Cybercrime scammers have caused untold devastation’

Esther McVey

Your MP’s View

THE cost of online fraud and cybercrime goes beyond the financial far too often people feel violated with many too embarrassed to admit they fell victim to a scam.

Unfortunately, cybercrime is on the increase and the pandemic has given rise to new and more complex types of scams all financial gaining the trust through sophisticated health scams, using false celebrity endorsements even fake Covid treatments.

Computer hacking, malware and cyber enabled fraud is thought to cost the UK nearly £2 billion each year and those criminals behind it are finding new ways to scam people every day.

We have a specialised cyber unit at Cheshire Police and this week I met with Detective Constable Andrew Kevan to learn more about the work he and his team do, to try and help keep my constituents safe.

Cybercrime can happen to anyone as I know only too well from my casework.

These scammers have caused untold devastation financially and emotionally to residents and businesses.

The elderly and vulnerable are perhaps seen as the easiest targets, more trusting of people and possibly unaware of the huge scale of the scamming industry, but businesses and the young, usually viewed as more technical, are being targeted and are vulnerable too.

While sadly our elderly continue to receive cold calls with criminals hoping to tap into their good nature, it was another group that were singled out as targets, children getting their first phone, usually as they enter secondary.

Without thinking children are clicking on attachments which looks legitimate, perhaps about the latest game they are playing with their friends, but police say it allows scammers to put malware on the phone and access their camera.

By no means do I want to scare parents but make them aware what are cyber experts are reporting. However sensible the child, it is so easy to fall into a trap.

To hammer home the importance of internet safety an example of Snapchat was used, just because the picture disappears, information can get into the wrong hands and be traced. That applies to everything we do online.

It goes without saying question everything and if it doesn’t look or feel right it probably isn’t.

There are many simple things we can all do to try and keep ourselves safe. But most importantly if you fall victim do not be ashamed or embarrassed, reach out for help.

Age UK and Citizens Advice are very active in our area and the work done by DC Kevan and his colleagues is fantastic.

My office is always available too. Sadly, this issue is not going away.



DC Andrew Kevan and Esther McVey

Last chance to take part in the first consultation for Cadent’s HyNet North West Hydrogen Pipeline

HyNet North West Hydrogen Pipeline

Delivering clean growth

CONSULTATION CLOSING SOON:
Submit feedback by 23:59 on 11 March 2022



An illustration of the area we could be working in.

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Find out more about our plans and have your say:

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Email: **info@hynethydrogenpipeline.co.uk**

Phone: **0800 8606261**

Or to access our website, scan this QR code with your phone’s camera.

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Northwich Guardian

LOCAL EVENTS

The ultimate guide to enjoying events in your region!

Promote your event FREE online at northwichguardian.co.uk/local-events/

or scan the QR Code below

SCAN ME

NEWS

Historian discovers the stories behind soldiers on memorial

By Jessica Farrington
jessica.farrington@nqnw.co.uk

AN author and historian has pieced together the forgotten stories behind the names featured on the Lostock and Chemical Works war memorials.

Tony Davies, from Tabley, has published his latest book entitled 'The lads from the Lostock area who never came home'.

Tony's keen interest in the subject has lead him to previously publish a variety of books focusing on the First World War and the men who never came home, including those who lived in Tabley and Great Budworth.

He is currently researching the 400 plus men from Northwich who fell in the war between 1914 and 1919 and he is still looking for anyone who has any information, medals or photographs to share.

"The Lostock book covers the memorial in the church yard and the chemical works," Tony explained.

"I endeavoured to find out how old the men were, where they lived and with who, what they and their father did for a living prior to the war and if they were killed in action.

"I searched for the battalion war diary to see what was happening on that day."

Tony said researching these men and their lives had its limitations.

Speaking of the challenges he encountered, Tony said: "If they died of wounds then that could have been any time so there is no date to research.

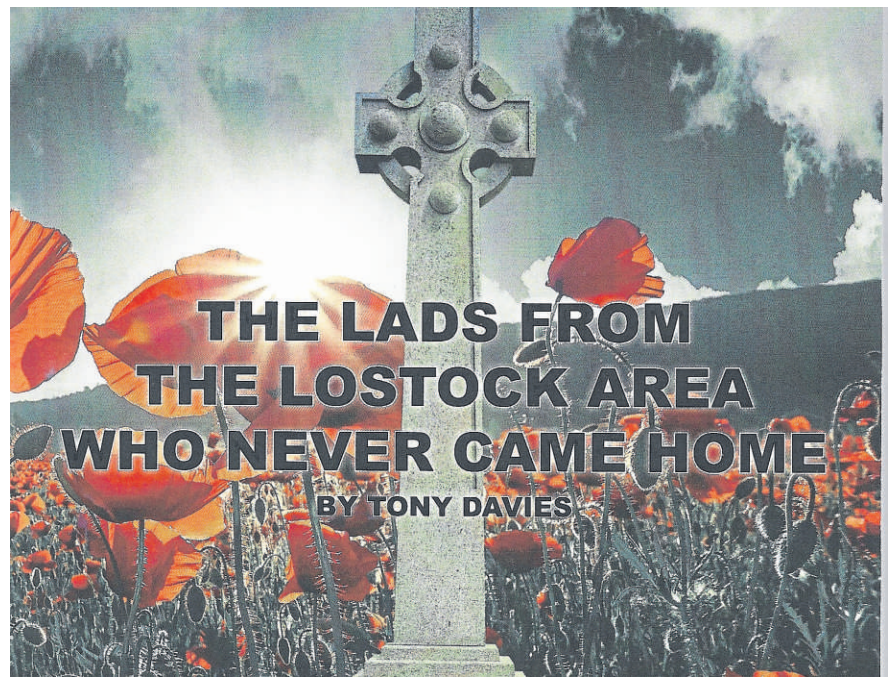
"Again if they 'died' – that probably meant from disease so again, no date to fall back on. We only have 25 per cent of their records remaining, as the rest were destroyed by bombing during the Second World War."

Tony is donating all profits from the sale of his latest book to the Poppy Appeal.

If anyone would like a copy of the book, or has any information – especially medals and photographs – of the men who were from Northwich and died during the war, contact tony@tony-davies.me.

Tony's wealth of knowledge and his passion for history means he has given many interactive history talks.

He has featured on both the History and Yesterday Channels and appeared at numerous re-enactment events and spoken in a large number of schools.

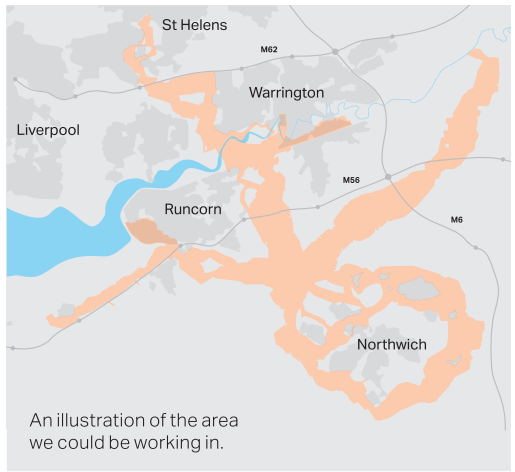


The cover of Tony's latest book

Have your say on Cadent's HyNet North West Hydrogen Pipeline

HyNet North West Hydrogen Pipeline
Delivering clean growth

CONSULTATION OPEN:
26 January to 11 March 2022



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Your Gas Network



Exchange and Mart

NEWS

‘Pathetic’ prisoner set fire to his cell

By **Lois Dean**
lois.dean@newsquest.co.uk


Martin Smith was handed a 23-month prison sentence

A PRISONER who set fire to his cell and threatened to stab officers over a vape was branded ‘pathetic’ by a judge.

Martin Smith, of HMP Risley, threatened to set a ‘big fire’ in his cell if no one brought him vape capsules.

He also claimed that he had a shank and the next officer to walk through his door would ‘get it’.

The case of Smith was heard before Chester Crown Court on Thursday in his absence as he refused to leave his cell to turn up to his sentencing.

Smith, who has spent ‘virtually’ all his adult life in prison, pleaded guilty at an earlier hearing to assaulting an emergency worker, unauthorised possession of an offensive weapon in prison and arson with recklessness as to whether life was endangered

The court heard how the offences took place in September of 2019 and occurred in the 35-year-old’s cell in the isolation unit.

He was serving a prison sentence at HMP Risley after being convicted of an attempted robbery.

Prosecuting, Derek Jones said how prison officers were alerted to Smith’s cell after he pressed his buzzer to demand vape capsules.

He said if no one brings him them he will set a ‘big fire’ in his cell so officers decided to check on him regularly as he had also blocked the observation hatch of his cell with toilet paper.

Mr Jones said how the arson offence, and namely the damage to the cell door, cost £440.

Prison officers then tried to enter Smith’s cell to retrieve him but their visibility was restricted due to the smoke from the fire.

Smith reminded them of his shank so an officer led others in to the cell using a riot shield.

The court was told how Smith ‘lunged’ and swung a sharp object around the shield which stabbed the officer in the arm, causing injury.

It was later discovered that Smith had melted and sharpened a plastic fork into a spike.

Due to police ‘reluctancy’ to enter the prison, Smith was arrested more than two weeks later.

Mr Jones shared that Smith has ‘dozens’ of convictions for offences including criminal damage, robbery, and dishonesty.

Defending, Gareth Roberts asked the judge to adjourn the case due to his client’s absence.

But his application was refused as recorder Michael Taylor claimed there was no guarantee that Smith would decide to turn up for the next hearing.

Mr Roberts acknowledged that Smith has an ‘appalling’ record.

Smith received a 23-month prison sentence.

Police investigate yobs who threw bricks at away fans

POLICE have launched an investigation into damage caused to coaches following Warrington Wolves’ game against Castleford last night, Thursday.

Wire defeated the Tigers 34-10 in their first home game of the new Super League season at the Halliwell Jones Stadium, however the match was marred with violence outside afterwards.

A large group of youths blocked an official Castleford supporters coach on the junction of Dallam Lane and Tanners Lane at around 10pm.

They then threw stones and bricks while visiting rugby supporters were on board, causing damage to three windows.

The youths are described as white and were all wearing dark coloured hooded tops.

Sergeant Mark Spaven, from Warrington local policing unit, said: “Thankfully there were no injuries reported however this was a frightening incident for the people who were on board the bus at the time.

“While our enquiries are ongoing to identify the youths responsible I am appealing for anyone with information that could assist with the investigation to come forward.”

Anyone with any information, CCTV or dash-cam footage ius asked to call Cheshire Police on 101, quoting IML1204059, or visit cheshire.police.uk

It is reported that a large number of supporters were left stranded for hours while a replacement coach was sourced from Yorkshire.

Bogus cold callers target residents in rogue scam

POLICE are warning residents in south Warrington not to be fooled by rogue traders.

It comes after a number of reports were made of bogus cold callers operating in the Stockton Heath area.

Cheshire Police officers are warning households to not fall for the scam and to check identification.

A social media post by the force’s Stockton Heath Police account read: “We have been made aware that rogue traders have been cold calling at addresses and trying to sell goods.

“Please consider the following advice regarding potential bogus callers.

“Use the door chain if you have one before opening the door, ask the caller for identification and check it carefully, and never feel pressured into buying any goods or services.”

Any suspicious activity should be reported to Cheshire Police via cheshire.police.uk/ro/report or by calling 101.

Opportunistic thieves are to blame for spate of bike thefts

RESIDENTS are being urged to ensure their bicycles are secured properly following a spate of thefts.

The Latchford area has seen a number of incidents reported to police following a recent stealing spree by ‘opportunistic thieves with light fingers’.

Cheshire Police says it will be hosting bike marking events in the near future once the weather improves to deter thieves.

Until then however, officers are reminding residents not to make things easy for criminals by ensuring bikes are secured with quality locks.

An update from the force’s Latchford West Police team read: “There has been a recent spate of bike thefts across Latchford. The last one reported was from Silverdale.

It does not matter what condition or type of bike it is, these opportunistic thieves will lift anything with their light fingers.”

Last chance to take part in the first consultation for Cadent’s HyNet North West Hydrogen Pipeline

HyNet North West Hydrogen Pipeline
Delivering clean growth

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Or to access our website, scan this QR code with your phone’s camera.

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Your Gas Network

NEWS



CRASH on Kingsdale Road in Whittle Hall

Crash closes roads

THIS was the scene after a crash caused road closures in Whittle Hall.

Police were called to Kingsdale Road shortly before 2pm last Friday, January 21, after a collision involving two cars.

The route was shut near to the junction with Barbondale Close until around 4pm, when the road was cleared.

A Cheshire Police spokesman said: "Officers were called to the junction of Kingsdale Road and Barbondale Close at 1.49pm following reports of a collision involving a white Range Rover Evoque and a blue Audi S8.

"No injuries were reported.

"The road was blocked while recovery took place until around 4pm."

Search for prisoner

POLICE are appealing for information over the whereabouts of a wanted man.

John James Gilboy, who has links to Warrington, is wanted by Merseyside Police on recall to prison for alleged breaches of his licence conditions having previously been jailed for drug offences.

The 36-year-old, from Liverpool, is described as being 5ft10 with blue eyes and shaved hair.

He also has links to St Helens and Humberside.

A force spokesman said: "Gilboy, 36 years old and of Old Swan, has breached his license conditions following his release after serving a sentence for drug offences.

"He is 5ft 10in tall, blue eyes and shaved hair. He has links to the St Helens, Warrington and Humberside, as well as Liverpool.

"If you see Gilboy or hold any information, contact us via @MerPolCC on Twitter, Merseyside Police Contact Centre on Facebook or anonymously to Crimestoppers on 0800 555 111 with reference 21000645961."

Mum fails in prison drug bid

By **Adam Everett**
adam.everett@nqnw.co.uk

A MUM who attempted to smuggle more than £10,000 of drugs into a prison has been jailed.

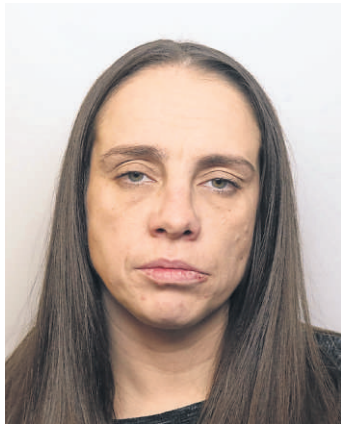
Stacey Burns took a package filled with heroin, cocaine, ecstasy and ketamine into HMP Risley in order to pay off her own drug debts but was rumbled by a sniffer dog.

Liverpool Crown Court heard on Friday, January 14, that the 38-year-old attempted to visit an inmate who she claimed was her cousin in November 2019.

But she was stopped by security staff after entering the category C Warrington Road prison when a drugs dog indicated that she was carrying illicit substances.

Burns, from Manchester, then produced a small, 'sausage-shaped' package from her trousers.

The mother-of-three refused to say who had given the parcel to her as she was 'not a grass', but added that she had been 'bullied into doing it'.



STACEY Burns

This package was subsequently found to contain 14.7g of ecstasy, 6.42g heroin, 5.89g cocaine and 1.9g of ketamine – drugs with a street value of around £1,200, but which would be worth up to £11,600 in jail.

Burns, who was described in court as a 'diligent hard worker', began using cocaine and developed a 'significant habit' and racked up £3,000 in debts as a result.

She was jailed for three years for robbery in 2018, a crime committed in order to pay off monies to dealers.

This offence saw her follow the victim for two miles over two bus journeys having spotted her withdrawing £1,000 from a bank before snatching her bag on her own doorstep.

Upon her release from custody in 2019, criminals continued to pursue for outstanding amounts owed and ordered her to smuggle tobacco into Risley prison on their behalf.

Burns, who has been clean of drugs since her release nearly three years ago, claims that she was unaware that the parcel contained drugs.

She said in letter to the court: "I bitterly regret my actions – I wish I had spoken out, but I did not do so out of fear."

The defendant admitted four counts of conveying a prohibited article into a prison during an earlier hearing and was locked up for 20 months.

Sentencing, judge David Aubrey said: "It's the all too familiar of using drugs, getting into debts, threats and then taking contraband into prison which, unfortunately, we see on so many occasions."

Have your say on Cadent's HyNet North West Hydrogen Pipeline

HyNet North West Hydrogen Pipeline
Delivering clean growth

CONSULTATION OPEN:
26 January to 11 March 2022



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Unlocking an energy revolution to decarbonise the North West

Cadent has announced plans for its HyNet North West Hydrogen Pipeline – a new underground hydrogen pipeline we are proposing in your area.

Now is your opportunity to provide any information you think is important for us to consider.

Find out more about our plans and have your say:

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Email: info@hynethydrogenpipeline.co.uk

Phone: 0800 8606261

Or to access our website, scan this QR code with your phone's camera.

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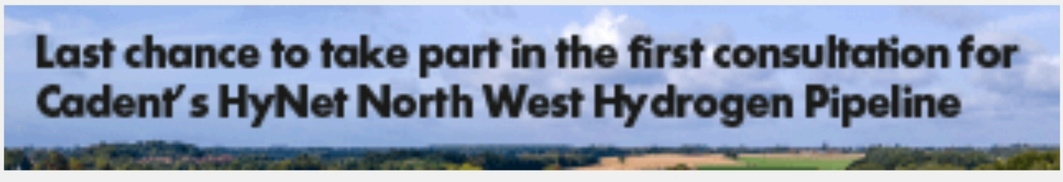


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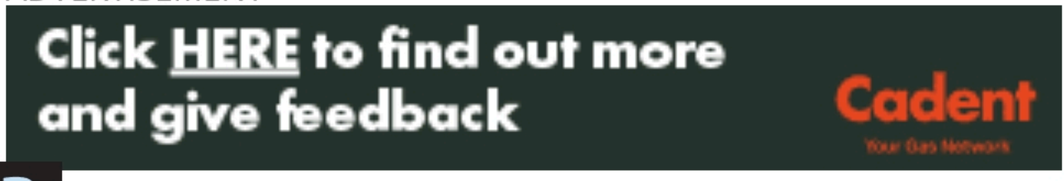
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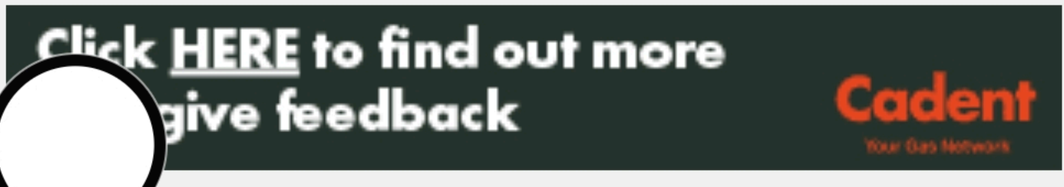


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musicMagpie CEO joins high-profile investors to back Fearless Adventures

Fearless Adventures was set up by three Manchester-based entrepreneurs last year

By Jon Robinson
10:23, 28 FEB 2022

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Steve Oliver, CEO of musicMagpie

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Appendix G Press Releases

Consultation launched on HyNet North West Hydrogen Pipeline

People across the North West are being encouraged to have their say on Cadent's plans to design, construct and operate a new underground hydrogen pipeline.

Cadent's HyNet North West Hydrogen Pipeline will take hydrogen produced at the Stanlow Manufacturing Complex to industrial users and power generators across the North West, supporting the switch away from natural gas to a low carbon economy in the region.

This project has the potential to prevent 10 million tonnes of carbon dioxide per year being emitted into the atmosphere by 2030. The project will also secure existing high skilled employment in the region and introduce new green jobs for future generations.

Cadent has identified potential route corridors for the pipeline. The pipeline will extend to Northwich, St Helens, Partington, Stanlow areas of the North West region. This draft proposal is the basis for this non-statutory public consultation.

Local people are now being asked to help Cadent develop the route of the pipeline and sites for other related infrastructure. The consultation will run until 23:59 on 11 March 2022. Cadent has launched an online consultation hub (www.hynethydrogenpipeline.co.uk) where people can find out more about the project and provide feedback. The project will also be holding eight in-person events across the project area and two webinars.

Rob Donovan, Cadent Head of Project Delivery for HyNet said: "*We are interested to hear any information that might help us identify the best route for the pipeline. Although the pipeline will largely be underground and will not be routed underneath any homes, there will be some above ground installations. Therefore, we want to understand areas that are important to local people so we can continue to develop the project including our future construction plans in the most appropriate way.*

"As the region's gas distribution network, we're committed to supporting a Net Zero Carbon future. This project will help achieve that and we're excited to be sharing our early plans with people".

The pipeline will be part of the HyNet North West low carbon cluster, an innovative low carbon and hydrogen energy project that will unlock a low carbon economy for the North West and North Wales. HyNet will support some of the North West's biggest businesses and employers by delivering and maintaining thousands of jobs for local people and helping the region lead the way in the UK's transition to Net Zero Carbon by 2050.

- ENDS –



Notes to editors

About Cadent

Cadent owns and operate the UK's largest gas distribution network, managing a network of more than 80,000 miles of pipes that transport gas to 11 million homes and businesses across West Midlands, North West England, East of England, and North London.

Cadent is involved in several hydrogen projects in partnerships with the energy sector. Cadent has published a hydrogen Ten Point Plan that outlines its ambition to make

hydrogen a safe, fair, and reliable choice for consumers. It can be read here: www.cadentgas.com/tenpointplan.

About the consultation

Cadent is applying to Government for a Development Consent Order (DCO) to obtain permission to deliver the pipeline. As part of the DCO process, it will be carrying out two stages of consultation with this one being the first.

How to provide feedback and get further information

The public can find out more by:

- Emailing info@hynethydrogenpipeline.co.uk
- The interactive map and feedback form at www.hynethydrogenpipeline.co.uk
- Using the physical feedback form available at events
- Writing to FREEPOST HYNET NWHP

About HyNet North West

HyNet North West is an innovative low carbon and hydrogen energy project that will unlock a low carbon economy for the North West and North Wales and put the region at the forefront of the UK's drive to net zero.

HyNet will produce, store, and distribute hydrogen as well as capture and store carbon from industry in the North West. The infrastructure has been designed to be both affordable and safe, and to be built quickly to help the region and the UK to meet its net zero targets by 2050.

In October 2021, the government confirmed that HyNet North West was a Track 1 Carbon Capture and Utilisation (CCUS) Cluster – one of two projects selected to lead the way in developing hydrogen and CCUS infrastructure. This means it is at the forefront of the energy revolution and will be decarbonising the region from 2025. For more information, please visit https://hynet.co.uk/

Media enquiries

For further information, please contact Portland Communications:

Charlotte Wills | + 44 (0) 78840 75451 | Charlotte.Wills@Portland-Communications.com

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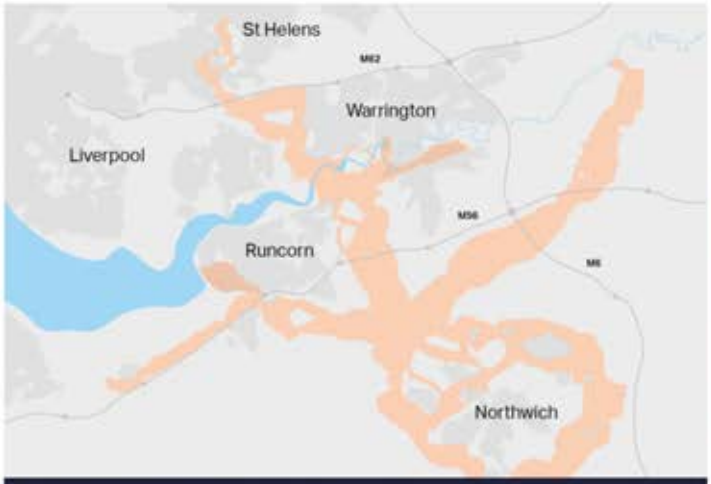
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Have say on huge new North West underground hydrogen pipeline

27th January



The proposed map of the new HyNet North West Hydrogen Pipeline.

BY MARK DOWLING
@MarkFDowling
REPORTER

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PEOPLE across the North West are being encouraged to have their say on a gas giant's plans to design, construct and operate a new underground hydrogen pipeline from the Stanlow Refinery.

Cadent's HyNet North West Hydrogen Pipeline will take hydrogen produced at the Stanlow Manufacturing Complex, Ellesmere Port, to industrial users and power generators across the North West, supporting

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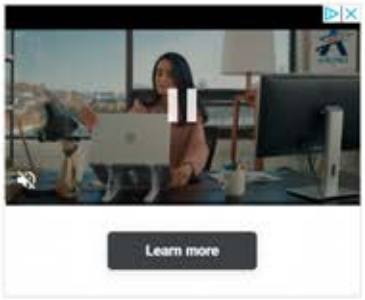
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the switch away from natural gas to a low carbon economy in the region.

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HyNet will support some of the North West's biggest businesses and employers by delivering and maintaining thousands of jobs for local people and helping the region lead the way in the UK's transition to Net Zero Carbon by 2050.



The Essar oil refinery at Stanlow, Ellesmere Port.

Earlier this week Essar has announced it has formed Vertex Hydrogen Limited, a transformative new joint venture with Progressive Energy, to build the UK's largest hydrogen hub at the Stanlow Manufacturing Complex.

Led by Essar as the majority shareholder, Vertex Hydrogen has been formed to provide the catalyst for development of a hydrogen economy across North West England and North Wales, as a central part of the HyNet decarbonisation cluster.

The UK's first low carbon hydrogen facility at Essar Stanlow will sit at the heart of the HyNet low carbon cluster, to produce a total of 1GW per year of hydrogen, across two units, from 2026. This is equivalent to the domestic heating energy used by a major British city region, such as Liverpool.



Learn more

Waste fuel gases from Essar Stanlow, and natural gas, will be converted by Vertex Hydrogen into hydrogen, with carbon dioxide safely captured and stored by HyNet partner Eni SpA, underground offshore in Liverpool Bay.

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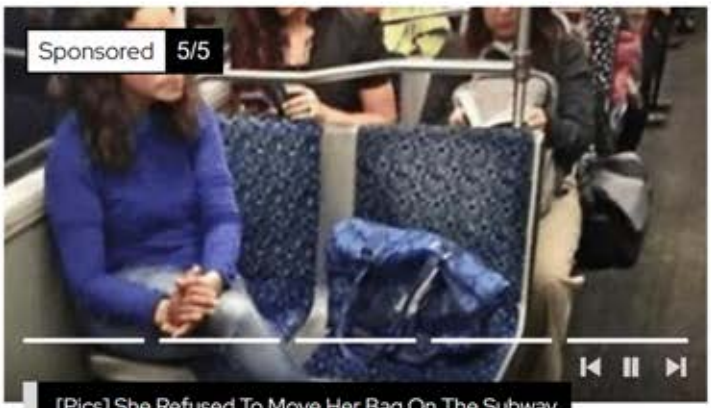
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Consultation launched on HyNet North West Hydrogen pipeline

January 27, 2022 • 3 mins



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The route for Cadent's HyNet North West Hydrogen pipeline is out for public consultation until March 11

The route for Cadent's HyNet North West Hydrogen Pipeline in north-west England is out for public consultation until March 11.

Cadent has identified a potential route extending to Northwich, St Helens, Partington and Stanlow, with hydrogen produced at the Stanlow Manufacturing Complex transported to industrial users and power generators across the region.

The project has the potential to prevent 10 million tonnes of carbon dioxide per year being emitted into the atmosphere by 2030. The project will also secure existing high skilled employment in the region and introduce new green jobs for future generations.

Local residents are now being asked to help Cadent develop the route of the pipeline and sites for other related infrastructure. Cadent has launched an online consultation hub where people can find out more about the project and provide feedback. The project will also be holding eight in-person events across the project area and two webinars.

Rob Donovan, Cadent Head of Project Delivery for HyNet said: "We are excited to launch our consultation on our proposals and get the thoughts of local people to help us identify the best route for the pipeline. Cadent is committed to supporting a Net Zero Carbon future for the UK. Delivery of these plans will be essential to unlocking the ambitions of HyNet North West which would benefit the area for many years and generations to come."

HyNet North West and InterGen plan to create a low carbon power station at the independent power producer's Rocksavage Power plant in Liverpool City region.

Expected to begin in the mid-2020s, the partnership could reduce the CO2 emissions from the Runcorn power station by over 150,000 tonnes each year, the equivalent of taking 60,000 cars off the road every year.

Situated across one of the UK's largest industrial areas, HyNet North West will bring clean growth to safeguard jobs, and create thousands of new employment opportunities (click here).

To read how Cadent Gas is using technology to deliver gas networks, click here.

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Exergy Solutions selects Manchester for European hub

By Dominic Ellis

January 27, 2022 • 3 mins



Exergy Solutions drawn to Manchester's clear net zero vision and specialist digital talent

Exergy Solutions has selected Manchester for its European hub, bolstering the UK as it transitions to new power sources and renewable energy.

It marks the UK-based operation of Japanese-founded company, Exergy Power Systems, the spin off from The University of Tokyo that has developed a unique high power battery energy storage system (BESS).

Designed to rapidly respond to electricity network fluctuations caused among others, by the less predictable nature of renewables, the technology can be retrofitted to give existing power assets, such as back-up generators, new abilities to perform in a hybrid system.

Dr Mike Musil, CEO of Exergy Solutions, said it chose Manchester for its European base because of the clear vision it has for its own net zero future and the specialist digital and engineering talent the city attracts. "It also provides us with the opportunity to establish the right partnerships, being in the North West," he said.

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"The sector's move to renewables has brought with it new challenges for reliable energy transition – with unpredictability of power supply and many assets too slow to react to grid disturbances. The Dynamic Containment (DC) market requires very fast reaction times from providers and the requirements are too challenging for some assets, such as back-up generators and fuel cells."

He said its team has developed a BESS with a patented cell design and chemistry, to provide fast power supply to support both the grid through DC provision and large power consumers through uninterruptible power supply (UPS) services.

It is also collaborating with The University of Sheffield, an expert in maximising the capabilities of BESS, to develop its 1MW containerised system with funding from Tokyo Metropolitan Government and Tokyo Gas. It will simulate the hybrid operation in a virtual power plant and demonstrate how the system can participate in the Dynamic Containment (DC) market.

Tim Newns, Chief Executive of MIDAS Greater Manchester's inward investment agency, said the city saw significant growth in the energy and environment sector last year. "As a city region, we are taking important steps towards Greater Manchester's own net carbon neutral 2038 target – as well as seeing major moves by companies developing the innovation to support a greener economy here in the UK and internationally," he said. To read more on Manchester's aim to reach net zero by 2038, click here.

Cadent announced today that its HyNet North West Hydrogen pipeline is out for public consultation until March 11.

It has identified a potential route extending to Northwich, St Helens, Partington and Stanlow, with hydrogen produced at the Stanlow Manufacturing Complex transported to industrial users and power generators across the region. Click here for more details.

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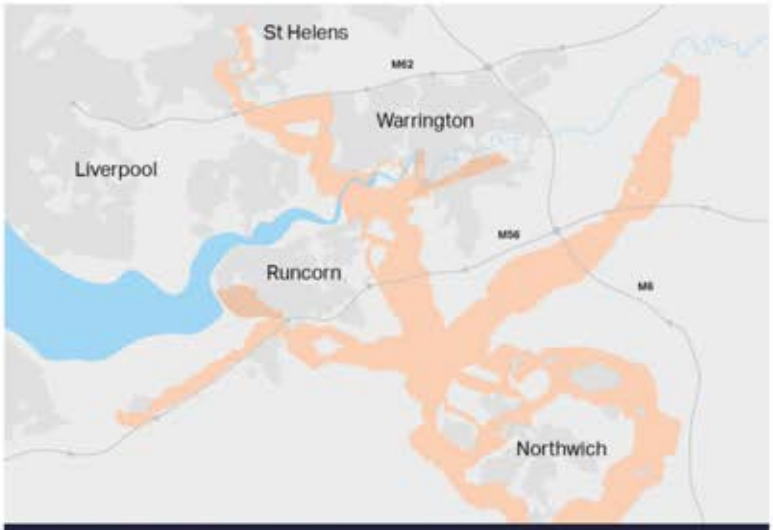
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Have your say on huge new North West underground hydrogen pipeline

27th January



The proposed map of the new HyNet North West Hydrogen Pipeline.

BY MARK DOWLING
@MarkFDowling
REPORTER

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PEOPLE in Northwich are being encouraged to have their say on a gas giant's plans to design, construct and operate a new underground hydrogen pipeline across the North West.

Cadent's HyNet North West Hydrogen Pipeline will take hydrogen produced at the Stanlow Manufacturing Complex, Ellesmere Port, to industrial users and power generators across the region, supporting the switch away from natural gas to a low carbon economy.

This project has the potential to prevent 10 million tonnes of carbon dioxide per year being emitted into the atmosphere by 2030. The project will also secure existing high skilled employment in the region and introduce new green jobs for future generations.

Cadent has identified potential route corridors for the pipeline.

The pipeline will extend to Northwich, St Helens, Partington and Stanlow areas of the North West region. This draft proposal is the basis for this non-statutory public consultation.



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Residents are now being asked to help Cadent develop the route of the pipeline and sites for other related infrastructure.

The consultation will run until 11.59pm on March 11. Cadent has launched an online consultation hub (**www.hynethydrogenpipeline.co.uk**) where people can find out more about the project and provide feedback. The project will also be holding eight in-person events across the project area and two webinars.

Rob Donovan, Cadent head of project delivery for HyNet said: "We are interested to hear any information that might help us identify the best route for the pipeline.

"Although the pipeline will largely be underground and will not be routed underneath any homes, there will be some above ground installations. Therefore, we want to understand areas that are important to local people so we can continue to develop the project including our future construction plans in the most appropriate way.

"As the region's gas distribution network, we're committed to supporting a Net Zero Carbon future. This project will help achieve that and we're excited to be sharing our early plans with people."



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The pipeline will be part of the HyNet North West low carbon cluster, an innovative low carbon and hydrogen energy project that will unlock a low carbon economy for the North West and North Wales.

HyNet will support some of the North West's biggest businesses and employers by delivering and maintaining thousands of jobs for local people and helping the region lead the way in the UK's transition to Net Zero Carbon by 2050.



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The Essar oil refinery at Stanlow, Ellesmere Port

Earlier this week Essar has announced it has formed Vertex Hydrogen Limited, a transformative new joint venture with Progressive Energy, to build the UK's largest hydrogen hub at the Stanlow Manufacturing Complex.

Led by Essar as the majority shareholder, Vertex Hydrogen has been formed to provide the catalyst for development of a hydrogen economy across North West England and North Wales, as a central part of the HyNet decarbonisation cluster.

The UK's first low carbon hydrogen facility at Essar Stanlow will sit at the heart of the HyNet low carbon cluster, to produce a total of 1GW per year of hydrogen, across two units, from 2026. This is equivalent to the domestic heating energy used by a major British city region, such as Liverpool.

Waste fuel gases from Essar Stanlow, and natural gas, will be converted by Vertex Hydrogen into hydrogen, with carbon dioxide safely captured and stored by HyNet partner Eni SpA, underground offshore in Liverpool Bay.

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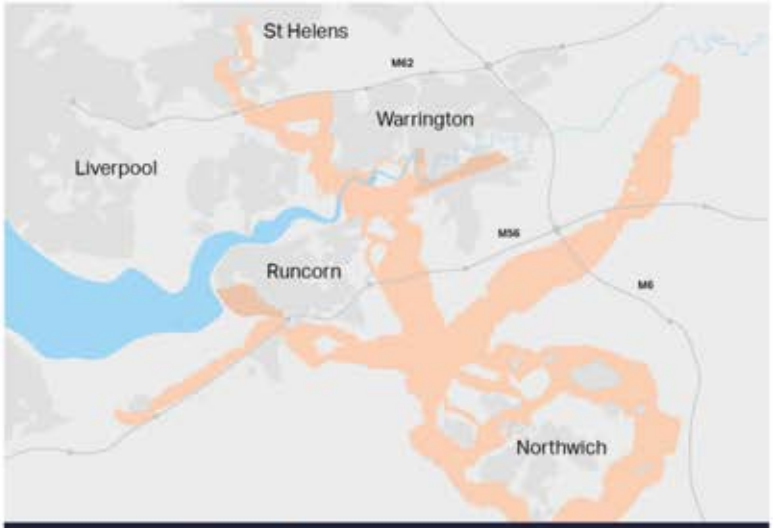
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New underground pipeline could pass through Runcorn

27th January



The proposed map of the new HyNet North West Hydrogen Pipeline

BY MARK DOWLING
@MarkFDowling
REPORTER

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RESIDENTS are being asked for their views on a gas giant's plans to create a huge new underground hydrogen pipeline through Runcorn.

Cadent's HyNet North West Hydrogen Pipeline will take hydrogen produced at the Stanlow Refinery in Ellesmere Port to industrial users and power generators across the north west, supporting the switch away from natural gas to a low carbon economy in the region.

This project has the potential to prevent 10 million tonnes of carbon dioxide per year being emitted into the atmosphere by 2030.



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It will also secure existing high skilled employment in the region and introduce new green jobs for future generations.

Cadent has identified potential route corridors for the pipeline.

Moore and Daresbury could form part of the 'north corridor', while the 'west corridor' extends to Weston Point.

The pipeline will extend as far afield as Northwich, St Helens and Partington.



Residents are now being asked to help Cadent develop the route of the pipeline and sites for other related infrastructure.

The consultation will run until 11.59pm on March 11. Cadent has launched an online consultation hub (www.hynethydrogenpipeline.co.uk) where people can find out more about the project and provide feedback. The project will also be holding eight in-person events across the project area and two webinars.

Rob Donovan, Cadent head of project delivery for HyNet said: "We are interested to hear any information that might help us identify the best route for the pipeline.

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"As the region's gas distribution network, we're committed to supporting a Net Zero Carbon future. This project will help achieve that and we're excited to be sharing our early plans with people."

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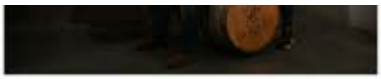
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Waste fuel gases from Essar Stanlow, and natural gas, will be converted by Vertex Hydrogen into hydrogen, with carbon dioxide safely captured and stored by HyNet partner Eni SpA, underground offshore in Liverpool Bay.

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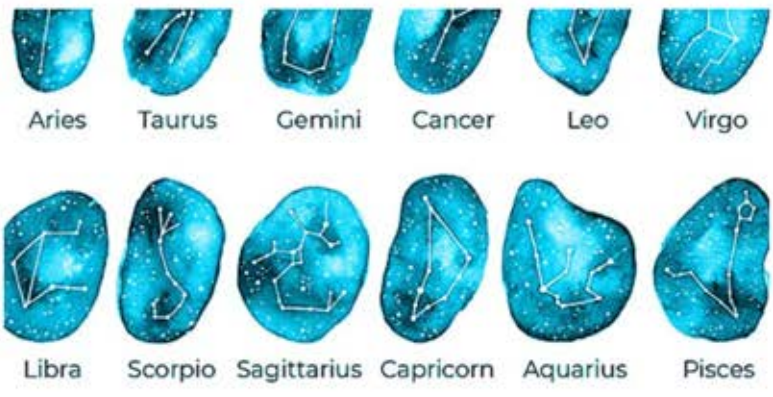
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People across the region consulted on the proposed HyNet North West Hydrogen Pipeline

Local communities across the North West have provided their views on the first round of consultation for Cadent's plans for a new underground hydrogen pipeline.

Over 150 people attended the consultation programme of eight in-person events across the region and two webinars. This was the first stage of consultation on the project that took place from 26th January to 11th March 2022.

The consultation offered local people an opportunity to learn more about how the project is being developed and proposals for pipeline route corridors.

Cadent's proposed HyNet North West Hydrogen Pipeline would take hydrogen produced at the Stanlow Manufacturing Complex to industrial users and power generators across the North West. This supports the switch from natural gas to a low carbon economy in the region. HyNet North West Pipeline will help to support the reduction in the amount of carbon dioxide per year being emitted into the atmosphere and will also secure existing high skilled employment in the region, introducing new green jobs for future generations.

Many attendees were keen to understand more about the technology and the benefits it will bring to the North West. People were also interested to know about the proximity of the pipeline to their homes. Cadent has confirmed that the pipeline would not be routed underneath homes.

There will be a further opportunity for local communities to have their say on the detailed proposed route for the pipeline through a second consultation planned for the Autumn.

Rob Donovan, Cadent Head of Project Delivery for HyNet said: "We are very grateful to speak with local people and get their views to help shape the future plans I want to say a huge thank you to everyone who was able to get involved at this stage.

"All feedback received will be used along with the technical and environmental work undertaken. This will help with the development of a more detailed design proposal for our future pipeline network. We are committed to plans that will minimise disruption to communities, wildlife, and the local environment.

"We'll present our more detailed proposed plans to local people in the second round of consultation later this year. This is just the start of a conversation and we look forward to continuing to hear more from local communities."

– ENDS –

Notes to editors

About Cadent

Cadent owns and operate the UK's largest gas distribution network, managing a network of more than 80,000 miles of pipes that transport gas to 11 million homes and businesses across West Midlands, North West England, East of England, and North London.

Cadent is involved in several hydrogen projects in partnerships with the energy sector. Cadent has published a hydrogen Ten Point Plan that outlines its ambition to make hydrogen a safe, fair, and reliable choice for consumers. It can be read here: www.cadentgas.com/tenpointplan.

About the consultation

Cadent is applying to Government for a Development Consent Order (DCO) to obtain permission to deliver the pipeline. As part of the DCO process, it will carry out two stages of consultation and this one was the first.

The public can find out more by:

- Emailing info@hynethydrogenpipeline.co.uk
- Visiting https://www.hynethydrogenpipeline.co.uk/

About HyNet North West

HyNet North West is an innovative low carbon and hydrogen energy project that will unlock a low carbon economy for the North West and North Wales and put the region at the forefront of the UK's drive to net zero.

HyNet will produce, store, and distribute hydrogen as well as capture and store carbon from industry in the North West. The infrastructure has been designed to be both affordable and safe, and to be built quickly to help the region and the UK to meet its net-zero targets by 2050.

In October 2021, the government confirmed that HyNet North West was a Track 1 Carbon Capture and Utilisation (CCUS) Cluster – one of two projects selected to lead the way in

developing hydrogen and CCUS infrastructure. This means it is at the forefront of the energy revolution and will be decarbonising the region from 2025. For more information, please visit https://hynet.co.uk/.





People Across the Region Consulted on the Proposed HyNet North West Hydrogen Pipeline

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> *"We'll present our more detailed proposed plans to local people in the second round of consultation later this year. This is just the start of a conversation and we look forward to continuing to hear more from local communities."*

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Residents have say on plans for new underground hydrogen pipeline from Stanlow

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An above ground installation for natural gas. Picture: Cadent

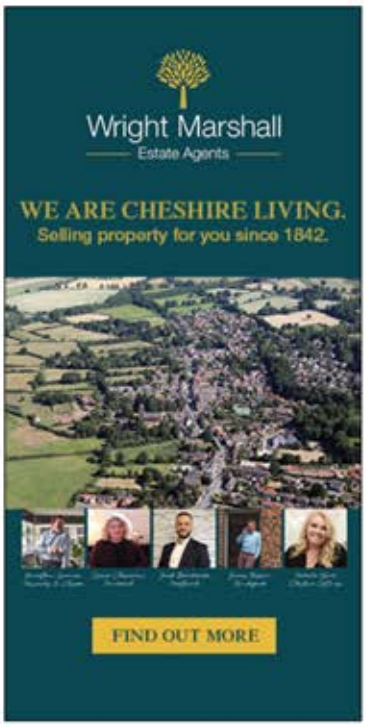
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SCORES of people have had their say on ground-breaking plans for a new hydrogen pipeline across the North West.

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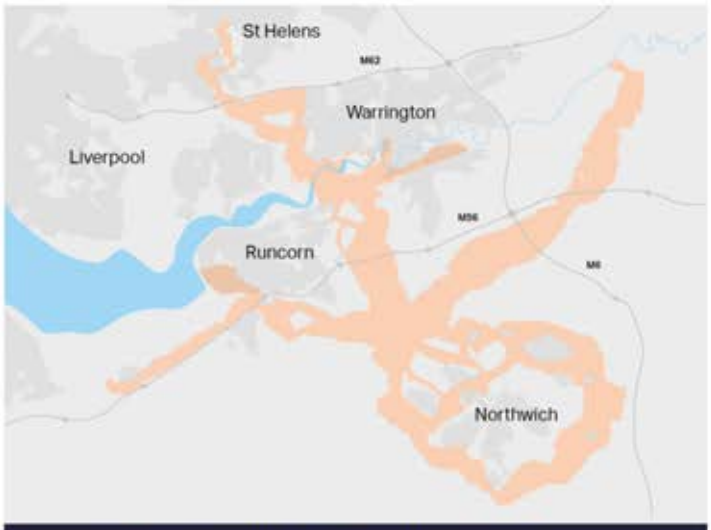
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The proposed map of the new HyNet North West Hydrogen Pipeline.

The consultation offered local people an opportunity to learn more about how the project is being developed and proposals for pipeline route corridors.



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Rob Donovan, Cadent head of project delivery for HyNet, said: "We are very grateful to speak with local people and get their views to help shape the future plans I want to say a huge thank you to everyone who was able to get involved at this stage.

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"We'll present our more detailed proposed plans to local people in the second round of consultation later this year.

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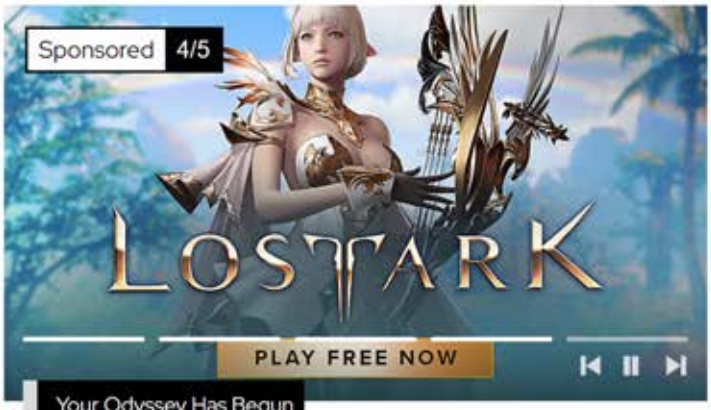
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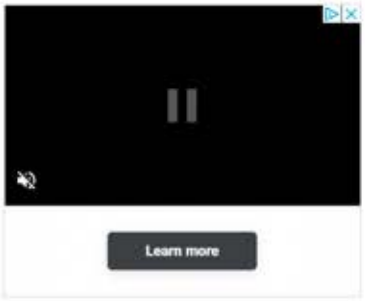
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Consultation on HyNet North West Hydrogen Pipeline comes to a close

Published by Bella Weetch, Editorial Assistant
Global Hydrogen Review, Tuesday, 15 March 2022 12:00

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Local communities across the North West have provided their views on the first round of consultation for Cadent's plans for a new underground hydrogen pipeline.

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Over 150 people attended the consultation programme of eight in-person events across the region and two webinars. This was the first stage of consultation on the project that took place from 26 January – 11 March 2022.

The consultation offered local people an opportunity to learn more about how the project is being developed and proposals for pipeline route corridors.

Cadent's proposed HyNet North West Hydrogen Pipeline would take hydrogen produced at the Stanlow Manufacturing Complex to industrial users and power generators across the North West. This supports the switch from natural gas to a low-carbon economy in the region. The HyNet North West Pipeline will help to support the reduction in the amount of carbon dioxide per year being emitted into the atmosphere and will also secure existing high-skilled employment in the region, introducing new green jobs for future generations.

Many attendees were keen to understand more about the technology and the benefits that it will bring to the North West. People were also interested to know about the proximity of the pipeline to their homes. Cadent has confirmed that the pipeline would not be routed underneath homes.

There will be a further opportunity for local communities to have their say on the detailed proposed route for the pipeline through a second consultation planned for the autumn.

Read the latest issue of Global Hydrogen Review here





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HyNet North West Hydrogen Pipeline completes first consultation

By George Heynes on Mar 16, 2022 | Translate

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The HyNet North West Hydrogen Pipeline has had its first consultation with an attendance of over 150 people.

The pipeline could drastically change both the landscape and scope of the hydrogen economy in the UK and turn the North West region into one of the most influential regions for hydrogen.

Read more: HyNet Hydrogen Production Plant – the UK's first large-scale low carbon hydrogen facility
Read more: New agreement will see HyNet supply 1,500 tonnes a year of hydrogen for zero-emission buses

The Pipeline is aiming to transport hydrogen form Essar's Stanlow Manufacturing Complex to industrial users and various power generators across the North West.

In doing so this will decarbonise a wide array of different industries and also support companies transitioning to lower carbon activities.

The consultation offered local people an opportunity to learn more about how the project is being developed and proposals for pipeline route corridors.

Rob Donovan, Cadent Head of Project Delivery for HyNet, said, "We are very grateful to speak with local people and get their views to help shape the future plans I want to say a huge thank you to everyone who was able to get involved at this stage.

"All feedback received will be used along with the technical and environmental work undertaken. This will help with the development of a more detailed design proposal for our future pipeline network.

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"We are committed to plans that will minimise disruption to communities, wildlife, and the local environment.

"We'll present our more detailed proposed plans to local people in the second round of consultation later this year. This is just the start of a conversation and we look forward to continuing to hear more from local communities."

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ABOUT THE AUTHOR



George Heynes, News Journalist

H2 View's newest recruit, George joined the team as a News Journalist in March 2021. He studied Communication and Media at Bournemouth University, graduating in 2020, and also spent some time working as a press and communications assistant for a UK MP.

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HyNet North West Hydrogen Pipeline consultation closes

16th March



An above ground installation for natural gas. Picture: Cadent

BY MARK DOWLING
@MarkFDowling
REPORTER

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SCORES of people have had their say on ground-breaking plans for a new hydrogen pipeline across the North West.

Local communities provided their views on the first round of consultation for Cadent's plans for a new underground hydrogen pipeline, which will extend to Northwich.

More than 150 people attended the consultation programme of eight in-person events across the region and two webinars.

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The proposed map of the new HyNet North West Hydrogen Pipeline

The consultation offered local people an opportunity to learn more about how the project is being developed and proposals for pipeline route corridors.

Cadent's proposed HyNet North West Hydrogen Pipeline would take hydrogen produced at the Stanlow Manufacturing Complex in Ellesmere Port to industrial users and power generators across the North West.

This supports the switch from natural gas to a low carbon economy in the region. HyNet North West Pipeline will help to support the reduction in the amount of carbon dioxide per year being emitted into the atmosphere and will also secure existing high skilled employment in the region, introducing new green jobs for future generations.

Many attendees were keen to understand more about the technology and the benefits it will bring to the North West.

People were also interested to know about the proximity of the pipeline to their homes. Cadent has confirmed that the pipeline would not be routed underneath homes.

There will be a further opportunity for local communities to have their say on the detailed proposed route for the pipeline through a second consultation planned for the autumn.

Rob Donovan, Cadent head of project delivery for HyNet, said: "We are very grateful to speak with local people and get their views to help shape the future plans I want to say a huge thank you to everyone who was able to get involved at this stage.

"All feedback received will be used along with the technical and environmental work undertaken. This will help with the development of a more detailed design proposal for our future pipeline network. We are committed to plans that will minimise disruption to communities, wildlife, and the local environment.



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"We'll present our more detailed proposed plans to local people in the second round of consultation later this year.

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CONSULTATION CLOSES ON NORTH WEST HYDROGEN PIPELINE

17 Mar 2022 North West Business



Plans for a second consultation on Cadent's proposals for an underground hydrogen pipeline have been confirmed following completion of the first round of feedback.

Cadent's proposed HyNet North West Hydrogen Pipeline would take hydrogen produced at the Stanlow Manufacturing Complex, in Ellesmere Port, to industrial users and power generators across the region.

This supports the switch from natural gas to a low carbon economy in the region.

The HyNet North West Pipeline will help to support the reduction in the amount of carbon dioxide per year being emitted into the atmosphere. It will also secure existing high skilled employment in the region, introducing new green jobs for future generations.

It comes after communities across the North West provided their views on the first round of consultation for the proposals.

The consultation offered people an opportunity to learn more about how the project is being developed and proposals for pipeline route corridors.

Attendees were keen to understand more about the technology and the benefits it will bring to the North West.

People were also interested to know about the proximity of the pipeline to their homes. Cadent has said the pipeline would not be routed underneath homes.

There will be a further opportunity for communities to have their say on the detailed proposed route through a second consultation planned for the autumn.

Rob Donovan, Cadent head of project delivery for HyNet said: "We'll present our more detailed proposed plans to local people in the second round of consultation later this year.

"This is just the start of a conversation and we look forward to continuing to hear more from local communities."

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New underground pipeline could pass through Warrington

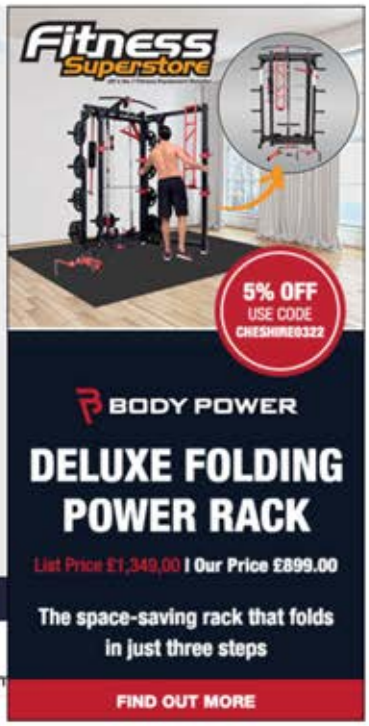
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The proposed map of the new HyNet North West Hydrogen Pipeline.

BY MARK DOWLING
@MarkFDowling
REPORTER

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RESIDENTS are being asked for their views on a gas giant's plans to create a huge new underground hydrogen pipeline through Warrington.

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Cadent's HyNet North West Hydrogen Pipeline will take hydrogen produced at the Stanlow Refinery in Ellesmere Port to industrial users and power generators across the north west, supporting the switch away from natural gas to a low carbon economy in the region.

This project has the potential to prevent 10 million tonnes of carbon dioxide per year being emitted into the atmosphere by 2030.



It will also secure existing high skilled employment in the region and introduce new green jobs for future generations.

Cadent has identified potential route corridors for the pipeline.

Latchford, Lower Walton and Centre Park could become a 'central hub' with Penketh, Moore and Daresbury forming part of the 'north corridor'.

Meanwhile, the 'east corridor' would pass through Lymm, High Legh and Whitley.

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The pipeline will extend as far afield as Northwich, St Helens and Partington.



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Residents are now being asked to help Cadent develop the route of the pipeline and sites for other related infrastructure.

A consultation will run until March 11, and members of the public can find out more or provide feedback at hynethydrogenpipeline.co.uk.

Rob Donovan, Cadent's head of project delivery for HyNet said: "We are interested to hear any information that might help us identify the best route for the pipeline.

"Although the pipeline will largely be underground and will not be routed underneath any homes, there will be some above ground installations. Therefore, we want to understand areas that are important to local people so we can continue to develop the project including our future construction plans in the most appropriate way.

"As the region's gas distribution network, we're committed to supporting a Net Zero Carbon future. This project will help achieve that and we're excited to be sharing our early plans with people."

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The pipeline will be part of the HyNet North West low carbon cluster, an innovative low carbon and hydrogen energy project that will unlock a low carbon economy for the north west and North Wales.

HyNet will support some of the North West's biggest businesses and employers by delivering and maintaining thousands of jobs for local people and helping the region lead the way in the UK's transition to Net Zero Carbon by 2050.



The Essar oil refinery at Stanlow, Ellesmere Port

Earlier this week Essar has announced it has formed Vertex Hydrogen Limited, a transformative new joint venture with Progressive Energy, to build the UK's largest hydrogen hub at the Stanlow Manufacturing Complex.

Led by Essar as the majority shareholder, Vertex Hydrogen has been formed to provide the catalyst for development of a hydrogen economy across north west England and North Wales, as a central part of the HyNet decarbonisation cluster.

The UK's first low carbon hydrogen facility at Essar Stanlow will sit at the heart of the HyNet low carbon cluster, to produce a total of 1GW per year of hydrogen, across two units, from 2026. This is equivalent to the domestic heating energy used by a major British city region, such as Liverpool.

Waste fuel gases from Essar Stanlow, and natural gas, will be converted by Vertex Hydrogen into hydrogen, with carbon dioxide safely captured and stored by HyNet partner Eni SpA, underground offshore in Liverpool Bay.

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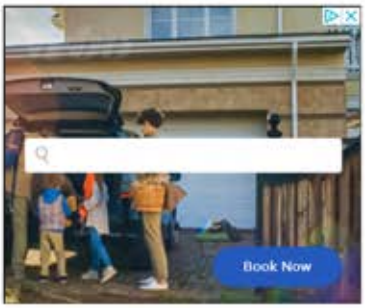
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Locals consulted on the proposed HyNet North West hydrogen pipeline

Published by Sara Simper, Editorial Assistant
World Pipelines, Tuesday, 15 March 2022 16:00

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Local communities across the North West have provided their views on the first round of consultation for Cadent's plans for a new underground hydrogen pipeline. Over 150 people attended the consultation programme of eight in-person events across the region and two webinars. This was the first stage of consultation on the project that took place from 26 January to 11 March 2022. The consultation offered local people an opportunity to learn more about how the project is being developed and proposals for pipeline route corridors.

Cadent's proposed HyNet North West Hydrogen Pipeline would take hydrogen produced at the Stanlow Manufacturing Complex to industrial users and power generators across the North West. This supports the switch from natural gas to a low carbon economy in the region. HyNet North West Pipeline will help to support the reduction in the amount of carbon dioxide per year being emitted into the atmosphere and will also secure existing high skilled employment in the region, introducing new green jobs for future generations.

Many attendees were keen to understand more about the technology and the benefits it will bring to the North West. People were also interested to know about the proximity of the pipeline to their homes. Cadent has confirmed that the pipeline would not be routed underneath homes.

There will be a further opportunity for local communities to have their say on the detailed proposed route for the pipeline through a second consultation planned for the Autumn.

Rob Donovan, Cadent Head of Project Delivery for HyNet said: "We are very grateful to speak with local people and get their views to help shape the future plans I want to say a huge thank you to everyone who was able to get involved at this stage.

"All feedback received will be used along with the technical and environmental work undertaken. This will help with the development of a more detailed design proposal for our future pipeline network. We are committed to plans that will minimise disruption to communities, wildlife, and the local environment.

"We'll present our more detailed proposed plans to local people in the second round of consultation later this year. This is just the start of a conversation and we look forward to continuing to hear more from local communities."

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Appendix H Project website

Consultation closes in 44 days 14 hours 33 mins 3 seconds. We want to hear your views. Find out more about our proposals and how you can provide feedback here



Home

The HyNet North West Hydrogen Pipeline will help unlock an energy revolution that will decarbonise the North West.

Cadent's proposed pipeline will be the UK's first 100 per cent hydrogen pipeline. The pipeline project is part of the HyNet low carbon cluster and will deliver hydrogen to multiple industrial users and power generators in the region. It will also take hydrogen to gas blending points for introduction into the existing gas network, along with connecting associated hydrogen storage facilities to help balance the supply and demand on the pipeline.

Following the build of the hydrogen production plant at Stanlow, Cadent anticipates starting construction activities on the first part of the hydrogen network from 2025.

We are currently at an early stage in our work. So far, we have identified a broad route corridor within which the pipeline could be routed. We have also identified search areas for where our HAGIs could potentially be located.

We want to hear your views

We are holding a public consultation on our early plans for Cadent's HyNet North West Hydrogen Pipeline. We want to hear your views on the broad route corridor we have developed and the search areas for where HAGIs could be located.

Your local knowledge and feedback will help shape and refine our plans. All feedback will be reviewed, recorded and considered as we continue to develop our proposals.

Our non-statutory consultation: 26 January 2022 to 11 March 2022

Our first round of consultation on our early proposals for Cadent's HyNet North West Hydrogen Pipeline will run from **00:01 on 26 January 2022 to 23:59 on 11 March 2022**.

This consultation is non-statutory and will be followed by a second round of statutory consultation later in 2022.

We will consider all comments we receive and welcome any feedback you may have on our proposals.

Your feedback, alongside further technical and environmental surveying work, will help us to develop a more detailed design for the pipeline ahead of our second consultation.

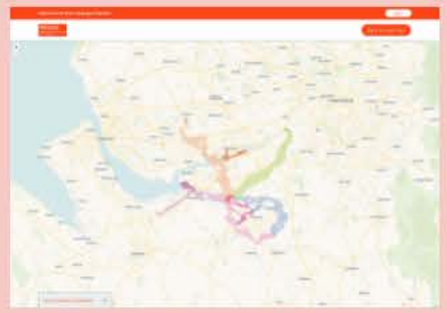
Please see here for more information regarding the wider HyNet North West project, including work to identify a suitable route for a new carbon dioxide pipeline.

The Consultation

Our consultation is now open. We want to know whether you have any views or information that can help us develop and finalise a proposed route for the pipeline within our route corridor.

Find out more

Feedback Map



This map shows an overview of the proposals we are consulting on. We have identified a route corridor, within which our underground pipeline could be constructed. For Hydrogen Above Ground Installations (HAGIs), we have identified search areas within which our HAGIs could be sited.

See map

REGISTER FOR UPDATES

Please register your contact details with us if you would like to be kept informed about our project.

Register here

HAVE YOUR SAY

We want to hear your views. There are plenty of ways for you to submit your feedback on our proposals for Cadent's HyNet North West Hydrogen Pipeline.

Leave Feedback

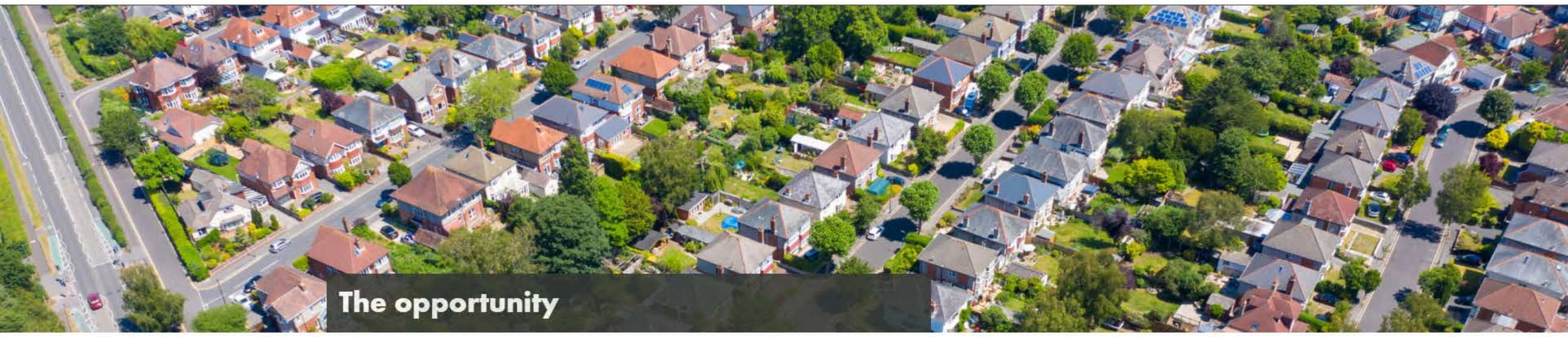
Please note, the deadline for submitting feedback is 23.59 on 11 March 2022.

Cadent
Your Gas Network

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The opportunity

Net zero by 2050

The government has set a target for the UK to be net zero by 2050. That means reducing harmful CO_2 emissions by 100 per cent.

To achieve this ambition, the government is exploring wide-ranging plans to transform how energy is produced and used, how people travel, and how our natural environment can be restored. This includes advancing the deployment of offshore wind, solar energy generation, electric vehicles and hydrogen and Carbon Capture Usage and Storage (CCUS).

The HyNet North West Hydrogen Pipeline and the wider HyNet North West low carbon cluster have a vital role to play in delivering this.

We are currently consulting on the HyNet North West Hydrogen Pipeline. Click here to find out more about our proposals and how to provide feedback.



Opportunities HyNet North West will unlock

With a bold history of innovation and industry, the North West is a natural choice to lead the UK toward decarbonisation and achieving net zero.

While establishing the region as a hub of innovation and clean growth, HyNet North West will create opportunities that will directly benefit the region:

- It will attract inward investment to increase regional prosperity
- It will boost the region's reputation as a highly attractive location for sustainable organisations
- It will provide opportunities for local people to develop new skills and to train to work in exciting and innovative sectors
- It will directly create thousands of new jobs

While HyNet North West will create these opportunities, the hydrogen pipeline will play a key role in helping them become a reality.

Click here to learn more about the benefits of the HyNet North West low carbon cluster.

The HyNet North West low carbon cluster will:

- Reduce carbon emissions by 10 million tonnes a year by 2030
- Provide nearly 50 per cent of the total hydrogen needed to meet the UK's net zero targets
- Single-handedly deliver 80 per cent of the UK's clean power targets for transport, industry and homes by 2030



HAVE YOUR SAY

We want to hear your views. There are plenty of ways for you to submit your feedback on our proposals for Cadent's HyNet North West Hydrogen Pipeline.

Leave Feedback

Please note, the deadline for submitting feedback is 23.59 on 11 March 2022.

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The project

Overview of the project

The HyNet North West Hydrogen Pipeline is essential to unlocking the benefits and ambitions of HyNet North West. Our project will put in place the infrastructure to deliver clean hydrogen power to industry, and blended hydrogen power to homes across the region.

We are developing a network of underground pipelines that will safely take low carbon hydrogen produced at Essar's Stanlow Manufacturing Complex near Ellesmere Port to various industrial organisations.

The pipeline will also transport hydrogen to blending stations in Warburton and Partington (near Manchester) where it will be blended into the existing gas network to heat homes and businesses. The project will also link to underground hydrogen storage facilities that will be used to balance supply and demand.

Our pipeline will support the UK's drive towards a net zero future and will unlock permanent jobs in the region.

The pipeline will be underground, although we will need some additional above ground infrastructure, known as Hydrogen Above Ground Installations (HAGIs), at various locations along the route.

Following the construction of the hydrogen production plant at Stanlow, we anticipate starting construction on the first section of the hydrogen pipeline network from 2025, subject to obtaining planning consent.



Illustrative graphic of HyNet North West and its potential future stages. Click image to enlarge

Our current progress

We are currently at an early stage in our work. So far, we have developed a broad route corridor within which the pipeline could be routed. We have also identified search areas for where our Hydrogen Above Ground Installations (HAGIs) could potentially be located.

We have now launched our first stage of consultation on these early plans, which is open from 26 January 2022 to 11 March 2022. This consultation is non-statutory and will be followed by a second round of statutory consultation later in 2022.

Once this consultation has closed, we will consider all the feedback we have received. We will also carry out lots more technical engineering and environmental work to understand more about the areas we could route the pipeline in.

This work, alongside the feedback you provide, will help us identify a more detailed design for the pipeline route. We will present this, alongside our preliminary environmental work, at our second round of consultation later in 2022.

Click here to find out more about our proposals and how you can provide feedback.

Application process

The HyNet North West Hydrogen Pipeline is a Nationally Significant Infrastructure Project. This means we will apply to the Planning Inspectorate and Government's Secretary of State for Business, Energy and Industrial Strategy for a Development Consent Order (DCO), in accordance with the Planning Act 2008.

As part of the DCO process, we will be carrying out consultation and engagement with stakeholders and local communities. This will be undertaken throughout the pre-application phase during our two rounds of public consultation.

Find out more about the DCO process

HAVE YOUR SAY

We want to hear your views. There are plenty of ways for you to submit your feedback on our proposals for Cadent's HyNet North West Hydrogen Pipeline.

Leave Feedback

Please note, the deadline for submitting feedback is 23.59 on 11 March 2022.

Cadent
Your Gas Network

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Consultation closes in 44 days 14 hours 31 mins 11 seconds. We want to hear your views. Find out more about our proposals and how you can provide feedback here



About us

About Cadent

Cadent is the UK's largest distributor of natural gas, bringing it to 11 million homes and businesses throughout the North West, West Midlands, East Midlands, South Yorkshire, East of England and North London.

It is the company responsible for developing the HyNet North West Hydrogen Pipeline.

The delivery of net zero by 2050 requires an unprecedented amount of change and investment alongside collaboration. Cadent is committing as a business to rising to that challenge. This means moving towards low carbon energy like hydrogen.

Our ambition is to make hydrogen a safe, fair and reliable choice for consumers.

Our Hydrogen Ten Point Plan outlines our long-term commitment to decarbonise homes and businesses in a way that minimises the impact on the consumer, while also creating jobs across the UK.

About Cadent and its hydrogen projects

Cadent is the UK's largest gas distribution network, managing a network of more than 80,000 miles of pipes, most of which are underground. These pipelines transport gas to 11 million customers throughout the North West, West Midlands, East Midlands, South Yorkshire, East of England and North London.

Cadent is involved in several hydrogen projects in partnerships with the energy sector. The three main areas it leads on are blending, industrial power and decarbonising heavy transport.

Cadent
Your Gas Network

Find out more information about us

Read more

About HyNet

HyNet is the UK's leading industrial decarbonisations project, transforming the North West of England, and North Wales. The low carbon energy project is being developed by a consortium of world-leading organisations and is at the forefront of the UK's journey to a Net Zero future.

From 2025, HyNet North West will produce, store and distribute hydrogen as well as capturing and storing carbon. It will decarbonise the North West of England and North Wales through the creation of state of-the-art infrastructure.

This game-changing project has the potential to reduce carbon dioxide (CO_2) emissions by 10 million tonnes every year by 2030 – the equivalent of taking four million cars off the road. HyNet will create and maintain thousands of local jobs, as well as enable long-term sustainability for businesses and financial security for communities across the region.

HyNet North West

Find out more information about us

Read more

HAVE YOUR SAY

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Leave Feedback

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The Consultation

What we're consulting on

Our consultation is now open for the HyNet North West Hydrogen Pipeline and will run from 00:01 on 26 January to 23:59 on 11 March.

The project includes the construction, operation and maintenance of around 125 kilometres of new gas transportation infrastructure. The pipeline will vary in diameter along the route between 12 inches to 48 inches. The pipeline will connect a number of defined end points, distributing hydrogen to industry and blending hydrogen into the existing gas network in the North West.

In this consultation, we want to know whether you have any views or information that can help us develop and finalise a proposed route for the pipeline within our route corridor. Click here to provide your feedback.

Defined end points	Why it's needed
Hydrogen production facility at Stanlow Manufacturing Complex	To provide a source of hydrogen to supply the pipeline network
Hydrogen storage facility, near Northwich	To allow hydrogen to be stored at times of peak supply and released into the network to meet demand
Blending to the existing gas network, near Warburton and Partington	To allow hydrogen to be blended with natural gas and supplied into the pipeline network
A cluster of industrial operations across the project area	To allow hydrogen to be blended with natural gas and supplied into the pipeline network

The project

The HyNet North West Hydrogen Pipeline is essential to unlocking the benefits and ambitions of HyNet North West.

Find out more

The pipeline

The pipeline will connect to the existing hydrogen plant at Stanlow Manufacturing Complex. This will be the source of hydrogen for onward distribution into the network. The pipeline will then continue to the 'Hydrogen Hub' at the centre of the network. The Central Hub will act as the connection and onward distribution point for users along the south, east and north route corridors.

For more information about how we could construct our pipeline, see here.

Spurs

In some areas, we have identified spurs off the route corridor. These are needed to take hydrogen from the main pipeline network to specific industrial users in the region. We expect that these spurs will use a smaller type of pipe and will include installations within roads, much like Cadent's existing network.

We want to know whether you have any views or information that can help us develop and finalise a proposed route for the pipeline within our route corridor, or the spurs we have identified.

Provide your feedback

Hydrogen Above Ground Installations (HAGIs)

The majority of our new infrastructure will be underground. However, at certain points along the pipeline, we'll need some above ground equipment. We call these Hydrogen Above Ground Installations (HAGIs). This equipment helps maintain the correct pressure in the pipeline, as well as ensuring security of supply.

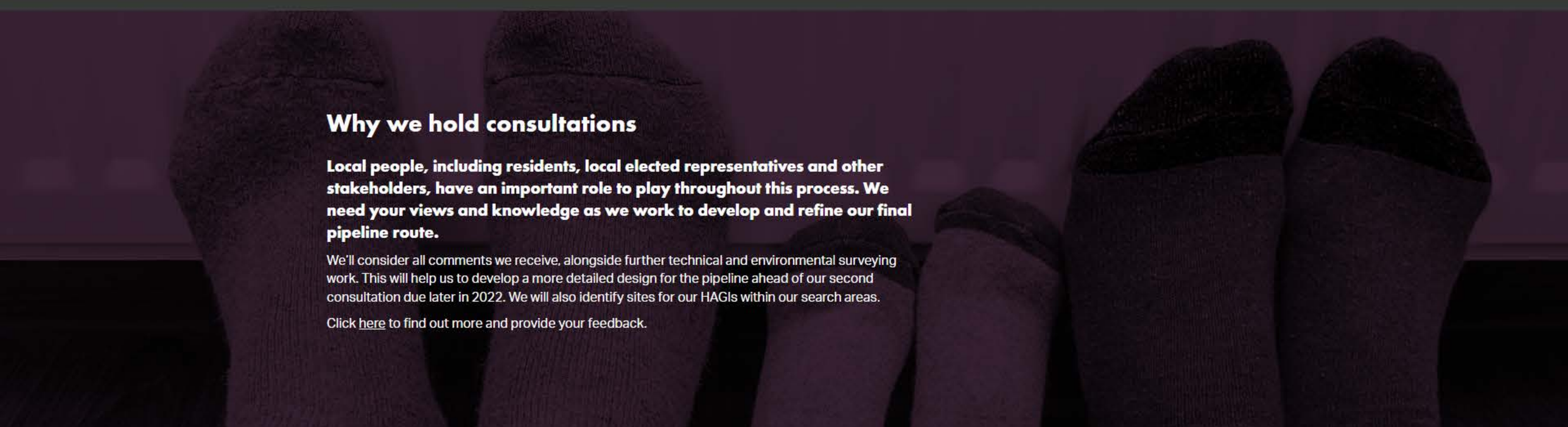
HAGI search areas have been identified within the route corridor based on points along the pipeline network where connections or block valves are required. We currently anticipate needing around 14 HAGIs and have identified search areas for where these could be located.

What do HAGIs look like?

Typically, HAGIs require a range of above ground equipment and structures. These structures are usually around 1.5 to 2 metres tall. HAGI sites vary in size, but typically range between 0.5 and two hectares'. One hectare is around the size of a football pitch.

We want to know if you have any information that could inform the siting of a HAGI, or if there's anything you'd like us to consider when we look for a location.

Provide your feedback



Why we hold consultations

Local people, including residents, local elected representatives and other stakeholders, have an important role to play throughout this process. We need your views and knowledge as we work to develop and refine our final pipeline route.

We'll consider all comments we receive, alongside further technical and environmental surveying work. This will help us to develop a more detailed design for the pipeline ahead of our second consultation due later in 2022. We will also identify sites for our HAGIs within our search areas.

Click here to find out more and provide your feedback.

HAVE YOUR SAY

We want to hear your views. There are plenty of ways for you to submit your feedback on our proposals for Cadent's HyNet North West Hydrogen Pipeline.

Leave Feedback

Please note, the deadline for submitting feedback is 23.59 on 11 March 2022.

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How we developed our proposals

Assessment of alternative route corridors

In developing our route corridor (as shown here), we also assessed and ruled out three alternative route corridors. Below, the route corridor we are consulting on is labelled 'A'. Alternatives that were ruled out are labelled 'B', 'C' and 'D'. We've provided an explanation for why B, C and D were ruled out and why we decided to move forward with A.

All alternative route corridors were developed with consideration to a range of technical, environmental and cost factors. They were also developed with the same objective in mind – to deliver hydrogen to defined end points.

For more information about how we developed our proposals, please refer to our Route Corridor Study.

A	**This is the route corridor we are consulting on. It roughly forms an 'X' shape, with a Central Hub and four legs: west to Stanlow; north to St Helens; east to Partington and Warburton; and south towards Middlewich.**
B	This formed a 'H' shape. The western leg would have run from Stanlow to Frodsham; the north across the Mersey Estuary to St Helens; the east from Partington; the south past Warburton to a location near junction 20 of the M6, then south to the hydrogen
C	This would have been a combination of options A and B, with the western, northern and eastern legs the same as those chosen in A. The connection to the hydrogen storage facility included the option provided in B, with a leg running from near junction 20 of the M6 to the hydrogen storage facility.
D	This roughly formed a 'H' shape. It would have had a western leg running from Stanlow to St Helens across the Mersey Estuary (with a spur towards Warrington). The southern leg would have run from Stanlow to Middlewich and an eastern leg from Winsford to Carrington.

Why we ruled out the alternatives

We chose A as the most appropriate option because:

- B and D both involved crossings of the Mersey Estuary. This would have led to additional environmental impacts because of how close our work would have been to a Special Protection Area and Ramsar site (Ramsar sites are designated as wetlands of international importance). The long distance drilling that these options require would have also been challenging and added cost to the project.
- C would have needed an additional Central Hub site. This would have made our project more complex to construct and required the use of more land.

Hydrogen Above Ground Installations (HAGIs)

Search areas for HAGIs have been identified along the preferred route corridor. Their locations have been informed by the points along the pipeline network where we think we'll need connections or block valves. We've also tried to avoid key landmarks.

Have your say

We want to hear your views. There are plenty of ways for you to submit your feedback on our proposals for Cadent's HyNet North West Hydrogen Pipeline.

Leave Feedback

Please note, the deadline for submitting feedback is 11 March 2022

Environmental considerations

The underground pipeline and HAGIs will be designed and constructed to minimise impact on natural habits and the environment. This includes looking at a wide range of factors, including ecology and wildlife, the historic environment and existing ground conditions.

The project team will be carrying out a number of surveys, site and route investigations, as well as other assessments, to better understand potential environmental issues and impacts.

The underground pipelines will primarily run through open land and will not be routed under people's homes.

Some surveys may be required in areas beyond the preferred route corridor and HAGI search areas to gain a better understanding of local habitats and how the project may impact them. There is, however, no intention to conduct surveys in private houses. Surveys will predominantly take place on open land and we will always work with landowners to seek voluntary access.

We want to know whether you have any views or information regarding how we plan to address environmental considerations.

Provide your feedback

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Consultation closes in 44 days 14 hours 28 mins 26 seconds. We want to hear your views. Find out more about our proposals and how you can provide feedback here



Meet our team

You can find out more about the HyNet North West Hydrogen Pipeline at our consultation events.

We are planning to host a number of in-person events between the 15 and 26 February and two online events on the 17 and 22 February.

The events are a great opportunity to meet the technical team and to ask any questions you may have about the project.

Our in-person events:

Location	Date	Time
Mere and Tabley Community Club Warrington Road, Mere, Knutsford WA16 0PU	15 February 2022	10am to 1pm
The Fuse ROC Centre Warburton Ln, Partington, Manchester M31 4BU	15 February 2022	3pm to 7pm
Anderton Village Hall Northwich, CW9 6AE	16 February 2022	10am to 1pm
Widnes Cricket Club Beaconsfield Rd, Widnes WA8 9LA	16 February 2022	3pm to 7pm
Warrington Football Club Cantilever Park, Common Lane, Warrington, Cheshire, WA4 2RS	23 February 2022	3pm to 7pm
World of Glass Chalon Way E, St Helens, WA10 1BX	24 February 2022	11am to 4pm
St John's Church School Lane, Hartford, Northwich CW8 1NP	25 February 2022	4:30pm to 8:30pm
Whitley Village Hall Village Ln, Higher Whitley, Warrington WA4 4EJ	26 February 2022	10am to 2pm

Our online events:

17 February 2022, 6-7pm
Register here

22 February 2022, 6-7pm
Register here

Covid-19

In carrying out our in-person consultation events, we will adhere to any Government guidance in place at the time.

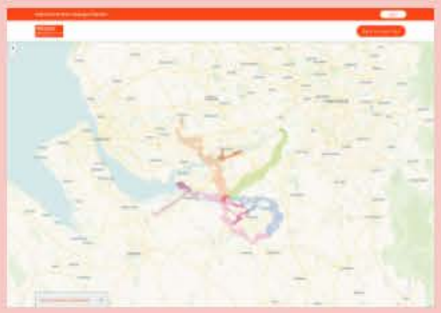
Should Government Covid-19 guidance require us to cancel our planned in-person consultation events, we will endeavour to let people know and provide an online alternative.

The Consultation

Our consultation is now open. We want to know whether you have any views or information that can help us develop and finalise a proposed route for the pipeline within our route corridor.

Find out more

Feedback Map



This map shows an overview of the proposals we are consulting on. We have identified a route corridor, within which our underground pipeline could be constructed. For Hydrogen Above Ground Installations (HAGIs), we have identified search areas within which our HAGIs could be sited.

See map

REGISTER FOR UPDATES

Please register your contact details with us if you would like to be kept informed about our project.

Register here

HAVE YOUR SAY

We want to hear your views. There are plenty of ways for you to submit your feedback on our proposals for Cadent's HyNet North West Hydrogen Pipeline.

Leave Feedback

Please note, the deadline for submitting feedback is 23.59 on 11 March 2022.

Cadent
Your Gas Network

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Consultation closes in 44 days 14 hours 27 mins 56 seconds. We want to hear your views. Find out more about our proposals and how you can provide feedback here



Knowledge share

On this page you can view and download a selection of materials that provide more information about the HyNet North West Hydrogen Pipeline.

Should you require any of these materials in a more accessible format, please contact the project team by emailing info@hynethydrogenpipeline.co.uk or calling 0800 8606 261.

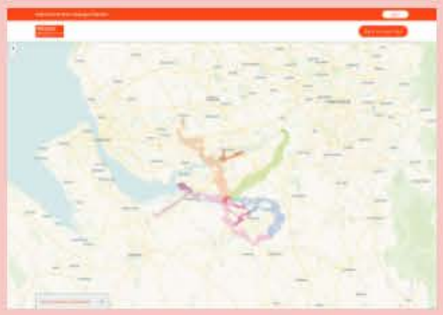
- Scoping Report, non-statutory consultation, January 2022
- Consultation Postcard, non-statutory consultation, January 2022
- Route Corridor Report, non-statutory consultation, January 2022
- How we could construct our pipeline, non-statutory consultation, January 2022

The Consultation

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Find out more

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Leave Feedback

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Overview of our proposals

This map shows an overview of the proposals we are consulting on. We have identified a route corridor, within which our underground pipeline could be constructed.

This route corridor is based on preliminary desk-based assessments and some initial site visits. Where the infrastructure needs to leave the main network to connect to industrial users and blending points, we have identified a number of spurs.

For the above ground infrastructure, we have identified search areas within which our HAGIs could be sited.

To help explain the proposals, we've split the route corridor into individual sections, although we will need to construct a pipeline in each of these sections.

For more information about our west, north, east and south corridors, as well as the Central Hub and Hydrogen Above Ground Installations (HAGIs), please click on the 'Our proposals explained' tab.

Leave your feedback

If you wish to leave a comment, you need to register first

Register

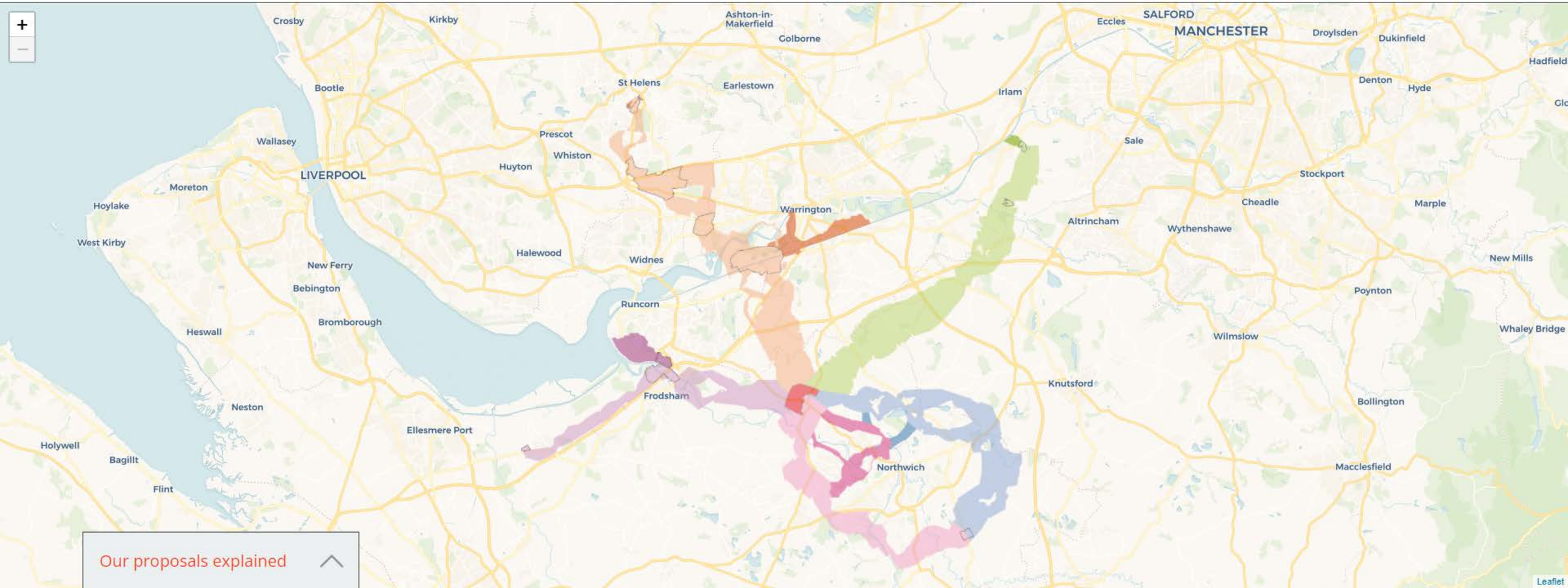
Already registered?

If you already have an account, please log in here

Log in

Back to main site

Our proposals explained



Our proposals explained

Our proposals explained

Back to main site

West corridor: Stanlow to the Central Hub, and the Runcorn spur

The route corridor

This route corridor starts at the proposed hydrogen production plant at Essar's Stanlow Manufacturing Complex.

From there, it runs east towards the M56. Before it gets to the M56, it turns to run east again up the north side of the M56 in the direction of Frodsham and the Rocksavage roundabout.

Just before the Rocksavage roundabout, the route corridor turns east again, crossing the M56, towards the River Weaver Navigation.

The corridor then travels in the direction of Little Leigh, avoiding the Chapel and Dell ancient woodland, the listed buildings in the area and Aston Park. It then crosses the railway line before arriving at the Central Hub.

The spur

In this area, we'll also need a spur in the direction of Runcorn. This will connect to the pipeline network via the Rocksavage HAGI Search Area and will extend roughly north-east, crossing the River Weaver Navigation.

The spur then runs approximately north-west with two options around Weston, one to the west and the other to the east.

We need this spur to connect to the following users:

- Intergen
- The Heath Business and Technical Park
- Inovyn

The spur options are bounded by the Manchester Ship Canal to the west and Runcorn Heath to the east. Therefore, crossing of the A557 Expressway near the Weston Point Interchange would be required.

HAGIs

In this area, we think we will need three HAGIs (see page 9 for more information on what a HAGI is). These would be:

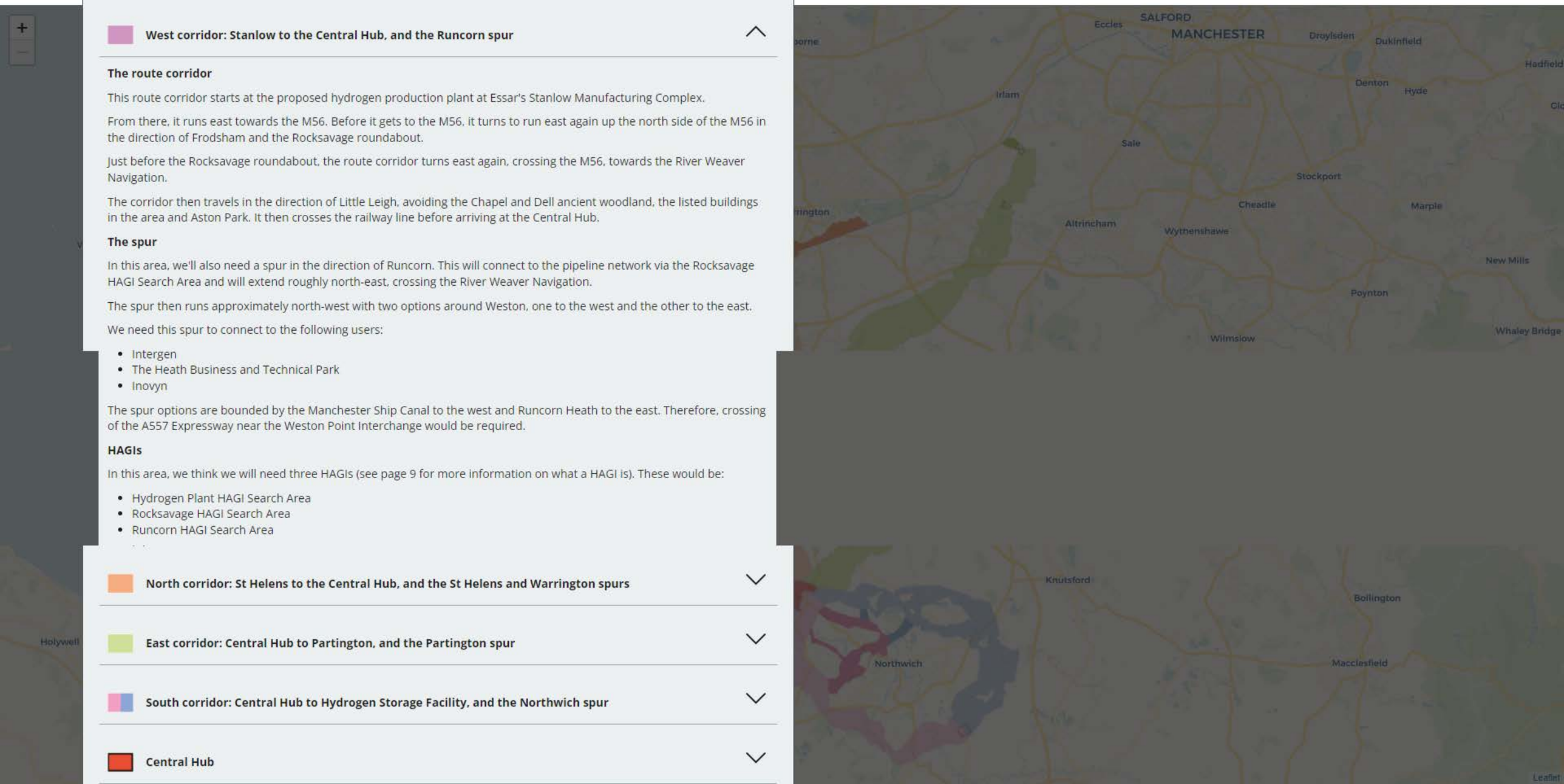
- Hydrogen Plant HAGI Search Area
- Rocksavage HAGI Search Area
- Runcorn HAGI Search Area

North corridor: St Helens to the Central Hub, and the St Helens and Warrington spurs

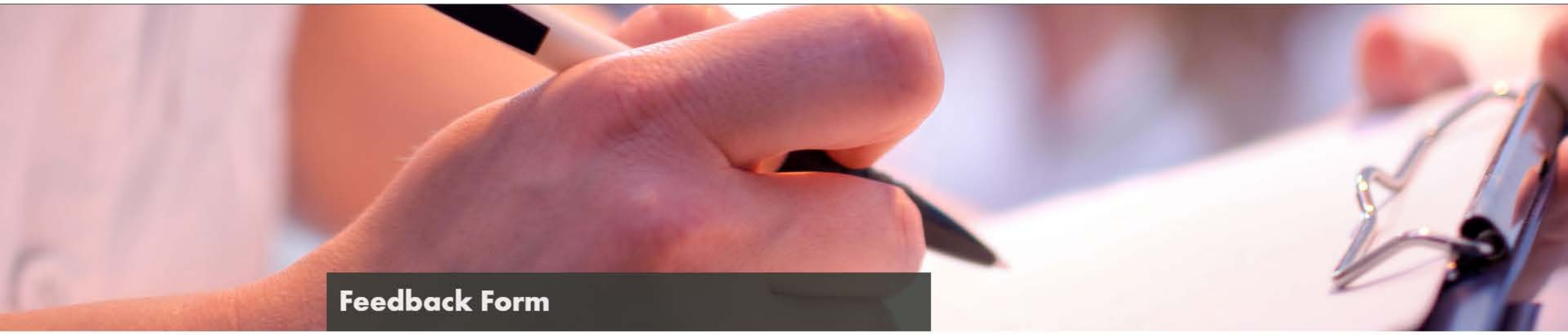
East corridor: Central Hub to Partington, and the Partington spur

South corridor: Central Hub to Hydrogen Storage Facility, and the Northwich spur

Central Hub



Consultation closes in 44 days 14 hours 22 mins 11 seconds. We want to hear your views. Find out more about our proposals and how you can provide feedback here



Feedback Form

HAVE YOUR SAY

Local people, including residents, local elected representatives and other stakeholders, have an important role to play throughout this process. We need your views and knowledge as we work to develop and refine our final pipeline route.

Our first round of consultation will run for six weeks from **26 January until 23:59 on 11 March 2022.**

We'll consider all comments we receive, alongside further technical and environmental surveying work. This will help us to develop a detailed design for the pipeline ahead of our second consultation. We will also identify sites for our HAGIs within our search areas.

You can share feedback by:

- Submit feedback on our website using our online feedback form (below) and interactive map
- Send an email to info@hynethydrogenpipeline.co.uk. We welcome all feedback and any questions you might have about the project via email.
- Sending written feedback to our freepost address: **FREEPOST HYNET NWHP**. You can write us a letter or send hard copy feedback forms, which are available to download and print here, at events, deposit locations or by request. A full list of deposit locations is available here.

You can find out more about the HyNet North West Hydrogen Pipeline at our consultation events.

We are planning to host a number of in-person events between the **15 and 26 February 2022,** and two online events on the **17 and 22 February 2022**. Click here for more information.

See here for more information about our privacy policy and how we protect your privacy.

Early stages of our work

Page 1 of 7

1. Please share your views and provide any additional information on the early stages of our work that helped to identify our route corridor, or any of our strategic alternatives.

Character Count: **7000**

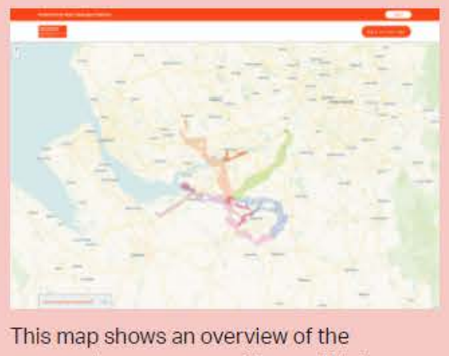
Enter your views

Continue →

Feedback sections

Early stages of our work
Stanlow to the Central Hub, and the Runcorn spur
St Helens to the Central Hub, and the St Helens and Warrington spurs
Central Hub to Partington, and the Partington spur
Central Hub to Hydrogen Storage Facility, and the Northwich spur
The Central Hub
Your details

Feedback Map



This map shows an overview of the proposals we are consulting on. We have identified a route corridor, within which our underground pipeline could be constructed. For Hydrogen Above Ground Installations (HAGIs), we have identified search areas within which our HAGIs could be sited.

See map

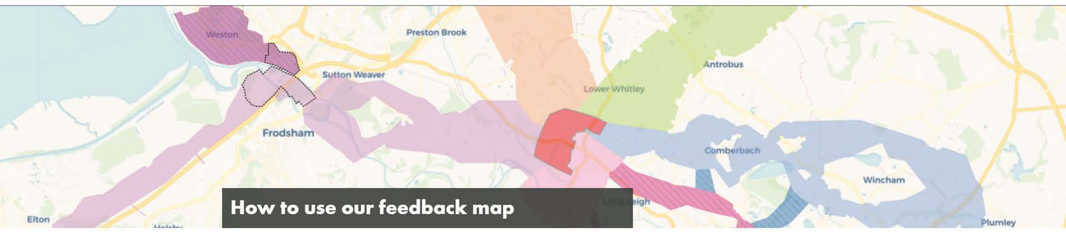
The project

The HyNet North West Hydrogen Pipeline is essential to unlocking the benefits and ambitions of HyNet North West.

Find out more

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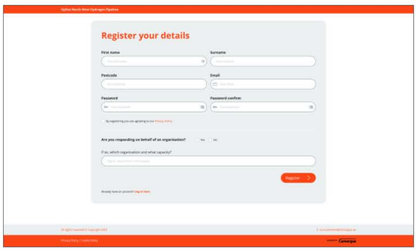
Consultation closes in 44 days 14 hours 24 mins 34 seconds. We want to hear your views. Find out more about our proposals and how you can provide feedback here



How to use our feedback map

Register

To give us your feedback on the project, you will need to register. Please provide us with your name, email, and postcode and tell us if you are responding on behalf of an organisation or as an individual.

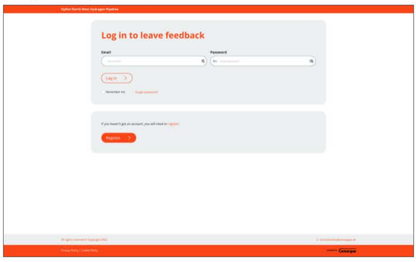


You will be sent an email to confirm your identity. Please click the link in the email to confirm. If you are not automatically logged in please click on login.

Click here to view our GDPR Policy on how we manage data for this project.

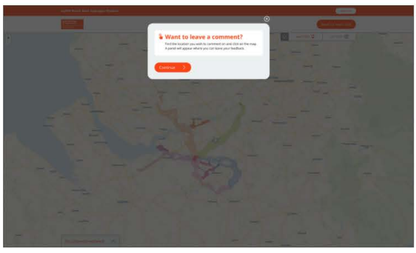
Login

Visit /login and enter your email and password.

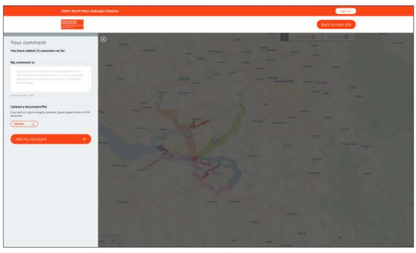


Add your feedback

You can zoom and move the map around to the location you wish to leave feedback.



Click on the map and a panel will pop out to allow you to leave a comment at that point:



Type your comment into the text box. If you wish to provide lengthy feedback (greater than 1000 characters), please write your comment in a document i.e. Word and upload it as an attachment at the bottom of the page.

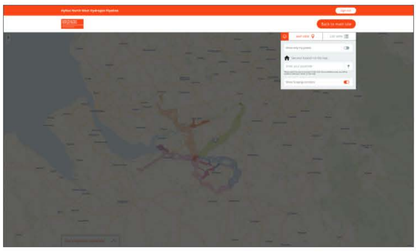
Click on 'Add my comment' to add your feedback to the map. Your pointer will appear on the map. This is important as your comment will not be registered unless you click here to send it to us.

Please note: You are unable to edit a comment once it has been submitted. If you wish to leave additional feedback please add a further comment.

Features

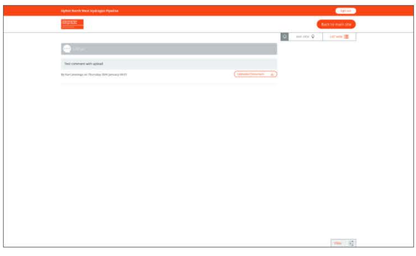
Scoping Corrdiors and Plot your location

You are able to turn the scoping corridors graphic on and off by clicking on the layers icon and selecting 'Show scoping corridors'. You can also enter your postcode and plot your home on the map to see how close you are to the area (please note that locations further than 2km from the consultation area are not viewable).



List view

You can view a list of all of your feedback either on the map or using the 'list view':

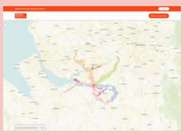


The Consultation

Our consultation is now open. We want to know whether you have any views or information that can help us develop and finalise a proposed route for the pipeline within our route corridor.

Find out more

Feedback Map



This map shows an overview of the proposals we are consulting on. We have identified a route corridor, within which our underground pipeline could be constructed. For Hydrogen Above Ground Installations (HAGIs), we have identified search areas within which our HAGIs could be sited.

See map

REGISTER FOR UPDATES

Please register your contact details with us if you would like to be kept informed about our project.

Register here

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Consultation closes in 44 days 14 hours 21 mins 49 seconds. We want to hear your views. Find out more about our proposals and how you can provide feedback here



Contact us

To submit feedback, ask questions and find out more, get in touch with the project team via the contact details below:

Email: info@hynethydrogenpipeline.co.uk

Register to stay informed: www.hynethydrogenpipeline.co.uk/keep-in-touch

Write to us: FREEPOST HYNET NWHP

Call: 0800 860 6261

HAVE YOUR SAY

We want to hear your views. There are plenty of ways for you to submit your feedback on our proposals for Cadent's HyNet North West Hydrogen Pipeline.

Leave Feedback

Please note, the deadline for submitting feedback is 23.59 on 11 March 2022.

Cadent
Your Gas Network

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News updates

Update – 17 November 2021

Cadent announces plans for new hydrogen pipeline to support green growth in the North West

Read update

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Privacy Policy

Privacy policy for HyNet North West Hydrogen Pipeline

Your privacy matters to us and we go to great lengths to protect it - please do take some time to get to know how we work. If you do not understand some of the terms we have used or you have any questions, then please contact us and we will do our very best to assist you.

Before we start, we need to tell you that Cadent Gas Limited of Pilot Way, Ansty Park, Coventry, CV7 9JU is the data controller for the Cadent HyNet North West Pipeline Project ("**Project**"). This means that Cadent is responsible for both choosing the type of data used, and how such data is going to be used for this Project.

As data controller, Cadent is registered with the Information Commissioner's Office, under registration number of ZA195116.

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- when we may collect information from you
- what information we collect
- why we collect it
- how we use that information
- how long we keep that information for
- the choices we offer, including how to access and update that information.

How does Cadent process your information?

The information we process about you as an individual will vary depending on the type of interaction you have with us about the Project.

We may collect and use:	• Your name • Your address • Phone number • Email address • If you represent an organisation relevant to the Project's work • Any pertinent information you may wish to provide to us in order that we can consult with you effectively
We use this information to:	• To inform the design of the project and support the development of an application for a Development Consent Order • To keep you up to date with our work on the project • To meet any requirements under the relevant statutory processes and to comply with law
We share this information with:	• The contractors and sub-contractors that are supporting Cadent on this project Relevant governmental bodies such as The Planning Inspectorate, the Department for Business, Energy and Industrial Strategy and or any other organisation, as required by the relevant statutory processes and to comply with law
Our legal basis of processing is:	• Legal / Regulatory Obligation and for the legitimate interest for maintaining our Gas Network

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- When you visit our web site, our computer system may track information about your visit. This information is automatically saved by our computer servers and the information is saved electronically. For more details please review our information on Cookies.

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- People contacting us by telephone, email, by letter or by using social media may provide us with your personal information.
- Members of the public may provide our employees, contractors and sub-contractors with your personal information.
- Other businesses may supply us with your personal information
- We may be provided with your personal information by regulators, and the Courts within the terms of their data privacy obligation.

Who may have access to your personal information?

- Those employees or approved contractors and sub-subcontractors who need to know your personal information for the reasons set out above.
- Those employees or approved contractors or sub-contractors who need to know your personal information for the purposes of record keeping in accordance with the law, regulations or in accordance with our licence from Ofgem.
- We may sometimes be required to disclose your personal information to third parties such as local authorities, courts and tribunals, regulatory bodies and/or law enforcement agencies for the purpose of complying with applicable laws and regulations, or in response to legal processes, or as part of the project planning application process as detailed above.

How long do we keep your personal information?

- We will keep the information for the purposes of the Project and maintaining our gas network. In some circumstances, some of the information may be made anonymous so that it cannot be associated with you and you cannot be identified from it.

How to access and obtain, rectify and/or erase your data, restrict or object to a further processing of your data

- There may be circumstances where you wish to access and obtain details of your personal data held by us – if so then please contact us in writing using the contact details set out below.
- It is important that the information we have in our records is both accurate and current. If your personal information changes, please keep us informed.

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Contact

Community Relations Team by emailing info@hynethydrogenpipeline.co.uk Otherwise, the postal address is **FREEPOST HYNET NWHP**

or call **0800 860 6261**

Please note that this notice may be changed from time to time. The version of this notice is identified by the date shown below.

The project

The HyNet North West Hydrogen Pipeline is essential to unlocking the benefits and ambitions of HyNet North West.

Find out more

The opportunity

The government has set a target for the UK to be net zero by 2050.

Find out more

REGISTER FOR UPDATES

Please register your contact details with us if you would like to be kept informed about our project.

Register here

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Appendix I Consultation brochure



HyNet North West Hydrogen Pipeline

Non-statutory consultation

Consultation brochure

HyNet North West Hydrogen Pipeline

Delivering clean growth

Cadent

Your Gas Network

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About Cadent and its hydrogen projects

Cadent is the UK's largest gas distribution network, managing a network of more than 80,000 miles of pipes, most of which are underground. These pipelines transport gas to 11 million customers throughout the North West, West Midlands, East Midlands, South Yorkshire, East of England and North London.

Cadent is involved in several hydrogen projects in partnerships with the energy sector. The three main areas it leads on are blending, industrial power and decarbonising heavy transport.

Cadent has published a Hydrogen Ten Point Plan that outlines its ambition to make hydrogen a safe, fair and reliable choice for consumers. You can read it here: www.cadentgas.com/tenpointplan.

Our non-statutory consultation

The HyNet North West Hydrogen Pipeline will help unlock an energy revolution to decarbonise the North West.

This proposal will be the UK's first 100 per cent low carbon hydrogen pipeline at scale. The plans shown in this brochure are being developed by Cadent, the gas network operator for the region, and are part of the ambitious HyNet North West low carbon cluster. HyNet is an innovative energy project that will unlock a low carbon economy for the North West and North Wales and put the region at the forefront of the UK's drive to achieve net zero.

The HyNet North West Hydrogen Pipeline

We are developing a pipeline that will safely transport low carbon hydrogen produced at Essar's Stanlow Manufacturing Complex near Ellesmere Port to various industrial organisations. The pipeline will also transport hydrogen to blending stations in Warburton and Partington (near Manchester) where it will be blended into the existing gas network to heat homes and businesses. The project will also link to underground hydrogen storage facilities that will be used to balance supply and demand.

Our pipeline will support the UK's drive towards a net zero future and will unlock permanent jobs in the region. The pipeline will be underground, although we will need some additional above ground infrastructure known as Hydrogen Above Ground Installations (HAGIs) at various locations along the route.

Following the construction of the hydrogen production plant at Stanlow, we anticipate starting construction on the first section of the hydrogen pipeline network from 2025, subject to obtaining planning consent.

We want to hear your views

Local people including residents, local elected representatives and other stakeholders, have an important role to play throughout this process. Your views will help shape and refine our final pipeline route.

We need your local knowledge and welcome any feedback you may have on our proposals for the HyNet North West Hydrogen Pipeline. Your insights are also invaluable in helping us to understand any potential impact from the project.

We have currently identified a broad route corridor within which the pipeline could be routed. We have also identified search areas for where our HAGIs could potentially be located.

All feedback you share will be reviewed, recorded and carefully considered as we develop our plans.

This consultation will run for six weeks from **00:01 on 26 January 2022 until 23:59 on 11 March 2022**.

There is more information about the project in this brochure and on our website. There are also a number of ways for you to submit your feedback:

Use the interactive map on our website www.hynethydrogenpipeline.co.uk

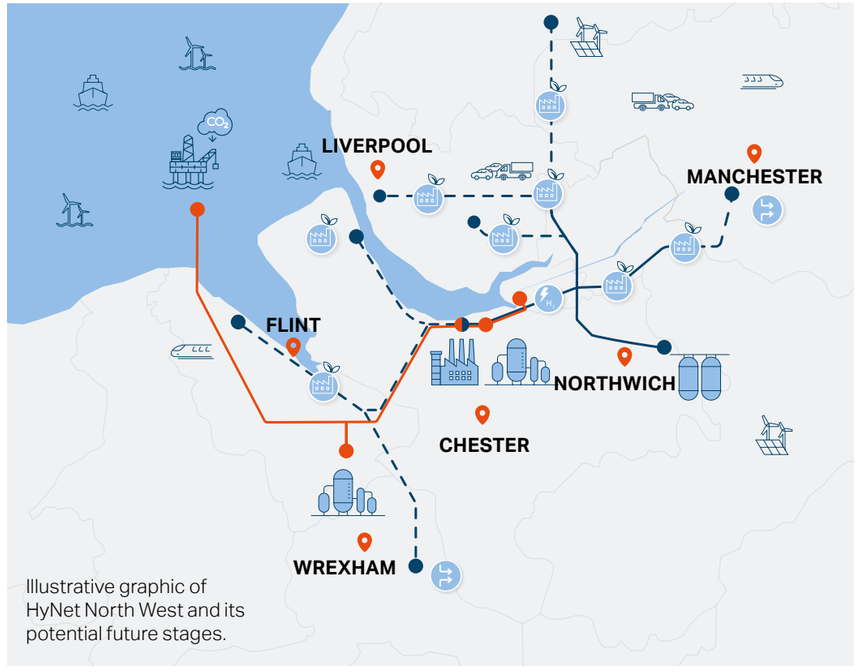
Fill out a paper feedback form
These are available on request, at in-person events and deposit locations. A list of deposit locations can be found on our website.

Email: info@hynethydrogenpipeline.co.uk

Write to us: FREEPOST HYNET NWHP

See pages 20 and 21 of this brochure to find out more about this consultation and the planning process.

HyNet North West, the hydrogen pipeline and delivering a low carbon future



Illustrative graphic of HyNet North West and its potential future stages.

- Initial phases of Cadent's H_2 pipeline
- Potential future phases of Cadent's H_2 pipeline
- ENI'S CO_2 pipeline
- Industrial CO_2 capture
- Low carbon H_2 production
- Underground H_2 storage
- CO_2 storage
- Industrial H_2 user
- Flexible H_2 power generation
- H_2 blending for homes and business
- CO_2 shipping
- H_2 from offshore wind
- H_2 fuelling for transport
- H_2 fuelling from solar and wind
- H_2 trains

What is HyNet North West?

HyNet North West is a ground-breaking energy project that will unlock a low carbon economy for the North West and North Wales, placing the region at the forefront of the UK's drive to net zero.

While ambitious, delivery of HyNet is relatively low-cost and achievable. It meets the major challenges of reducing carbon dioxide emissions.

HyNet will produce, store and distribute hydrogen (H_2), as well as capture and store carbon from industry, in the North West and North Wales. It will use state-of-the-art technology to build new infrastructure while also upgrading and reusing existing infrastructure, which is currently involved in fossil fuel production.

The infrastructure has been designed to be both affordable and safe, and to be built to begin to remove carbon emissions quickly, helping the region and the UK to meet its net zero targets by 2050.

This hydrogen pipeline will play a vital role in delivering hydrogen to users across the region. In addition to the HyNet North West Hydrogen Pipeline, the wider HyNet North West scheme includes:

- Hydrogen Production Plant at Stanlow – developed by Essar Oil UK
- Hydrogen storage at Northwich – developed by INOVYN
- Carbon dioxide pipeline – developed by Liverpool Bay CCS. Please visit www hynethub co.uk for more information on this consultation

This consultation is for the HyNet North West Hydrogen Pipeline and is being run by Cadent.

Find out more

For more information about the benefits of HyNet North West, visit www.hynet.co.uk/benefits.

Opportunities for the region

With a bold history of innovation and industry the North West is a natural choice to lead the UK toward decarbonisation and reaching net zero.

While establishing the region as a hub of innovation and clean growth, HyNet will create opportunities that will directly benefit the region:

- It will attract inward investment to increase regional prosperity
- It will boost the region's reputation as a highly attractive location for sustainable organisations
- It will provide opportunities for local people to develop new skills and to train to work in exciting and innovative sectors
- It will directly create thousands of new jobs

Environmental benefits

- HyNet could reduce carbon emissions by 10 million tonnes a year by 2030
- HyNet will provide nearly 50 per cent of the total hydrogen needed to meet the UK's net zero targets
- HyNet will single-handedly be able to deliver 80 per cent of the UK's clean power target for transport, industry and homes by 2030

Economic benefits

- By 2050, HyNet could generate up to £17 billion for the local region, and £31 billion for the UK
- HyNet will directly provide 6,000 permanent jobs for the region
- HyNet is leading the way to a hydrogen economy, which will support up to 75,000 jobs across the UK by 2035

Net zero by 2050

The UK has committed to net zero emissions by 2050. This means that over the next 30 years we need to reduce our net carbon dioxide emissions by 100 per cent.

To achieve this, the Government is exploring wide-ranging plans to transform how energy is produced and used, how people travel, and how our natural environment can be restored.

This includes advancing the deployment of offshore wind, solar energy generation and electric vehicles, hydrogen and Carbon Capture Usage and Storage (CCUS).

HyNet will help the UK succeed in its drive to net zero.

Find out more

In October 2021, the Government announced HyNet as the UK's leading industrial decarbonisation cluster. This means the scheme has been selected to lead the way in developing hydrogen and CCUS infrastructure. This places the region at the heart of the UK's drive to net zero.

HyNet is key to decarbonising industry across the region with the potential to reduce carbon emissions by 10 million tonnes every year by 2030. That's equivalent to taking four million cars off the road.

The technology

What is hydrogen?

Hydrogen doesn't typically exist by itself in nature and must therefore be manufactured using one of a variety of processes. Each process adds cost and, like all energy transformation processes, comes at the cost of some efficiency. However, once energy is converted into hydrogen it can be stored and transported and then turned back into other forms of energy. This makes it tremendously versatile, capable of uses in the power, heat and transport sectors.

By 2030, the Government is aiming for 5GW of low carbon hydrogen production capacity to be used across the economy. To achieve this, organisations from across the energy industry must work together to scale up low carbon hydrogen production.

To make this happen we must change the way we get our heat and hot water. In the UK, more than 80 per cent of fuel for heat comes from natural gas.

This means we need to transition to greener forms of gas. Instead of natural gas that is produced from fossil fuels, we need an alternative source, and that gas is hydrogen. While most hydrogen today is produced in ways that also emit greenhouse gases, it is possible to produce it in ways that are low carbon, therefore supporting our net zero ambitions.

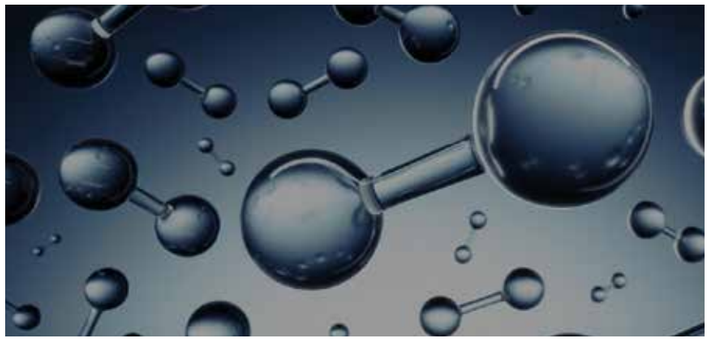
From 2025, the aim is for HyNet North West to produce, store and distribute such low carbon hydrogen, as well as capture and store carbon from industry in the North West of England and North Wales.

What solution does hydrogen offer?

Traditionally we have burned fossil fuels (such as natural gas) to produce the energy we need day-to-day for cooking and heating our homes, as well as providing power for industrial use. But this produces carbon dioxide, a greenhouse gas that contributes to global warming.

Hydrogen offers a clean alternative source of fuel that doesn't release harmful emissions into the atmosphere.

Hydrogen can also be used in multiple sectors which presents an opportunity to reduce carbon emissions across different industries, in power generation, transport, and in our homes and businesses.



What's the difference between blue hydrogen and green hydrogen?

There are many different ways of making low carbon hydrogen. Two main types of low carbon hydrogen are typically described as either 'blue' or 'green'. The HyNet consortium will initially be producing low carbon blue hydrogen, and the hydrogen pipeline will be able to carry all types of low carbon hydrogen. This means it will be capable of transporting both 'blue' and 'green' hydrogen.

Blue hydrogen

This is produced by 'splitting' natural gas. Carbon dioxide is a by-product of this process, which is then captured and stored underground, offshore. Blue hydrogen can be regarded as 'low carbon' provided that almost all carbon dioxide created during production is captured and stored – just as we are doing with HyNet, with capture rates of 97 per cent.

Green hydrogen

This is produced via the electrolysis of water. Electrolysis means to use electricity to split water into hydrogen and oxygen. This process must be powered by a renewable source of electricity (e.g. wind or solar, nuclear) so that no carbon dioxide is emitted in the production of the electricity. Large-scale green hydrogen generation requires the construction of new renewable electricity generation infrastructure. Many renewable energy developers are looking to co-locate hydrogen production with new or existing infrastructure.

Did you know?

In the UK's Hydrogen Strategy, the Government has set a target for 5GW of low carbon hydrogen production capacity by 2030. 5GW would be approximately sufficient power to heat 1.5 million homes for one year.

Why is the hydrogen pipeline needed?

The HyNet North West Hydrogen Pipeline (the project we are consulting on) will be the UK's first 100 per cent hydrogen pipeline at scale and is essential to unlocking the benefits and ambitions of HyNet.

The pipeline will deliver the infrastructure needed to provide clean hydrogen power to industry, and blended hydrogen power to homes across the region. Without the hydrogen pipeline, the benefits of the HyNet low carbon cluster scheme cannot be realised.

What is blended hydrogen?

Blended hydrogen is when we mix hydrogen (up to 20 per cent by volume) into the existing natural gas pipelines. This hydrogen and natural gas mix is less carbon intensive, reducing the environmental impact of the energy we use in our homes and businesses while allowing existing domestic appliances, such as our hobs and boilers, to keep working without any changes.



An overview of our proposals

The HyNet North West Hydrogen Pipeline includes the construction, operation and maintenance of around 125 kilometres of new gas transportation infrastructure. The pipeline will vary in diameter along the route between 12 inches to 48 inches. The primarily underground pipeline will connect a number of defined end points, distributing hydrogen to industry and blending hydrogen into the existing gas network in the North West.

Defined end points	Why it's needed
Hydrogen production facility at Stanlow Manufacturing Complex	Provides a source of hydrogen to supply the pipeline network
Hydrogen storage facility, near Northwich	Allows hydrogen to be stored at times of peak supply and released into the network to meet demand
Blending to the existing gas network, near Warburton and Partington	Allows hydrogen to be blended with natural gas and supplied into the wider pipeline network
A cluster of industrial operations across the project area	Helps decarbonise industry in the region

Find out more

Over the next few pages, you can read more about our proposals and how we developed them. We've also provided more detail on each route corridor, so you can see our plans in your area.

The pipeline

The pipeline will connect to the proposed hydrogen plant at Stanlow Manufacturing Complex, near Ellesmere Port. This will be the source of hydrogen for onward distribution into the network. The pipeline will then continue to a 'Central Hub' at the centre of the network. The Central Hub will act as the connection and onward distribution point for users and connection to storage along the south, east and north sections of the route corridor.

We have used our early feasibility and design work to date to develop a route corridor, a broad area within which the underground pipeline could be routed. On the map, the route corridor broadly represents a cross (or an 'X'). We'll consider all comments we receive during this consultation, alongside further technical and environmental surveying work. This will help us to develop a more detailed design for the pipeline ahead of our second consultation, which is scheduled for later this year.

Spurs

In some areas, we have identified spurs off the route corridor. These are needed to take hydrogen from the main pipeline to specific industrial users in the region. We expect that these spurs will use a smaller type of pipe and will include installing pipe within roads, much like Cadent's existing network.

What you can tell us

We want to know whether you have any views or information that can help us develop and finalise a proposed route for the pipeline within our route corridor, or the spurs we have identified.

Hydrogen Above Ground Installations (HAGIs)

The majority of our new infrastructure will be underground. However, at certain points along the pipeline, we will need some above ground infrastructure. We call these Hydrogen Above Ground Installations (HAGIs). These sites will give us access to inspect the integrity of the pipeline and to manage the flow to different parts of the network. They will also allow future connections to the network.

HAGI search areas have been identified within the route corridor based on points along the pipeline network where connections or block valves are required. We currently anticipate needing around 12 HAGIs, which would be located within the search areas we have identified. You can see these search areas on the maps later in this document.

HAGI sites will also include connection points to the new hydrogen plant, storage facility, and to support connections to industrial users and blending points within the existing gas network.

What do HAGIs look like?

Typically, HAGIs require a range of above ground equipment and structures. These structures are usually around 1.5 to 2 metres tall. HAGI sites vary in size, but typically range between a half and two hectares. One hectare is around the size of a football pitch.

HAGI sites will need security fencing, which is typically 2.4 metres high, and gates for entrance and exit. However, in some cases fences may need to be higher and additional security measures added.

Access to HAGI sites from road networks will be needed. This is usually via an access track, or similar. Operatives will need space to safely park their vehicles and open the gates to the HAGI.

HAGIs will also need to connect into the local electrical distribution and telecommunications network.

Block valves

Where the distance between two HAGIs is greater than 16 kilometres, we may need to install a Block Valve Installation (BVI). These are smaller than HAGI sites, typically measuring around half a hectare (half a football pitch). BVIs may also be required at locations where the pipeline needs to cross a river or watercourse.

Fences will be approximately 2.4 metres high and a gate for entrance and exit will be required. Access for service vehicles (typically light goods vehicles) will be needed. This is likely to include an access track (or similar) and space for vehicles to turn.

Currently, we think there will be two points along the route corridor where we will need to install BVIs.

What you can tell us

We want to know if you have any information that could inform the siting of a HAGI, or if there's anything you'd like us to consider when we look for a location.

How we developed our proposals

Assessment of alternative route corridors

In developing our route corridor (as shown later in this brochure), we also assessed and ruled out three alternative route corridors. We call the route corridor we are consulting on 'A'. Alternatives that were ruled out are called 'B', 'C' and 'D'. We've provided an explanation for why B, C and D were ruled out and why we decided to move forward with A.

All alternative route corridors were developed with consideration to a range of technical, environmental and cost factors. They were also developed with the same objective in mind – to deliver hydrogen to defined end points.

A This is the route corridor we are consulting on. It roughly forms an 'X' shape, with a Central Hub and four legs: west to Stanlow; north to St Helens; east to Partington and Warburton; and south towards Middlewich (see pages 12-19 for more detail).

B This formed a 'H' shape. The western leg would have run from Stanlow to Frodsham; the north across the Mersey Estuary to St Helens; the east from Partington; the south past Warburton to a location near junction 20 of the M6, then south to the hydrogen storage facility.

C This would have been a combination of options A and B, with the western, northern and eastern legs the same as those chosen in A. The connection to the hydrogen storage facility included the option provided in B, with a leg running from near junction 20 of the M6 to the hydrogen storage facility.

D This roughly formed a 'H' shape. It would have had a western leg running from Stanlow to St Helens across the Mersey Estuary (with a spur towards Warrington). The southern leg would have run from Stanlow to Middlewich and an eastern leg from Winsford to Carrington.

Why we ruled out the alternatives

We chose A as the most appropriate option because:

- B and D both involved crossings of the Mersey Estuary. This would have led to additional environmental impacts because of how close our work would have been to a Special Protection Area and Ramsar site (Ramsar sites are designated as wetlands of international importance). The long distance drilling that these options require would have also been challenging and added cost to the project.
- C would have needed an additional Central Hub site. This would have made our project more complex to construct and required the use of more land.

Hydrogen Above Ground Installations (HAGIs)

Search areas for HAGIs have been identified along the preferred route corridor. Their locations have been informed by the points along the pipeline network where we think we'll need connections or block valves (more information on block valves on page 7). We have also tried to avoid key landmarks and potential obstacles where possible.

Find out more

You can find out more about the work to develop a route corridor, and the alternatives we considered, in our Route Corridor Report. This is available on our website or by contacting our team (details on the back page).

Environmental considerations

The underground pipeline and Hydrogen Above Ground Installations will be designed and constructed to minimise impact on natural habitats and the environment. This includes looking at a wide range of factors, including ecology and wildlife, the historic environment and existing ground conditions.

The project team will be carrying out a number of surveys, site and route investigations, as well as other assessments, to better understand potential environmental issues and impacts.

The underground pipelines will primarily run through open land and will not be routed under people's homes.

Some surveys may be required in areas beyond the preferred route corridor and HAGI search areas to gain a better understanding of local habitats and how the project may impact them. There is, however, no intention to conduct surveys in private houses. Surveys will predominantly take place on open land and we will always work with landowners to seek voluntary access.

What you can tell us

We want to know whether you have any views or information about how we plan to address environmental considerations.

How we would construct the project

Cadent is an experienced and trusted operator of pipelines. We will make sure we bring our knowledge of constructing and maintaining the existing gas network to this project.

Constructing an underground hydrogen pipeline

To build our underground pipeline we will have to cross roads, railways, waterways and other sensitive areas. To do so we may need to use a number of different construction techniques. These include:

Open trenching

Open trench excavation is the most common method for installing underground pipelines. Open trenching begins by marking out the total area within which construction work will take place. Topsoil is then carefully stripped and stored next to the pipeline route. Meanwhile, the pipeline is delivered in short lengths and placed on supports. These short lengths of pipeline are welded together into longer sections called 'strings'.

The pipeline trench is then dug, with excavated material stored separately from the already stripped topsoil. The pipeline 'strings' are then lowered into the trench using special vehicles called 'side booms' (pictured) and welded to the pipeline that's already been laid.

The trench is then backfilled using the previously excavated material and the topsoil is replaced. Once the land above the pipeline has been fully reinstated, it can be returned to its previous use.

We anticipate that open trenching will be the predominant technique we use to construct our underground pipeline.

Trenchless methods

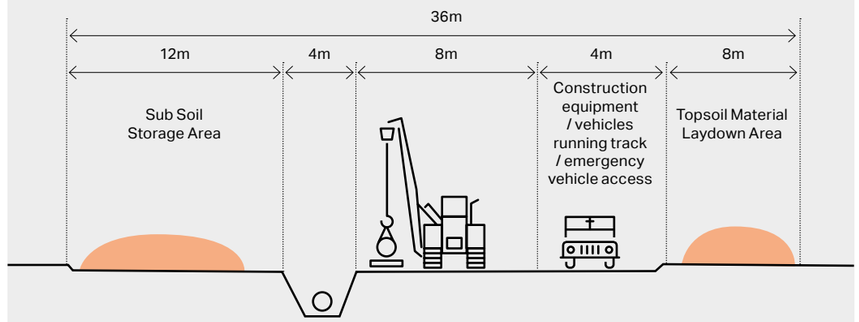
In some cases, for engineering and environmental reasons, open cut methods are not viable so trenchless methods will be considered.

Possible trenchless techniques that will be assessed as part of the design could include:

- Auger boring
- Horizontal directional drilling
- Microtunneling

We will provide more information on our construction methods as the project develops.

Diagram of open trench excavation



Typical working width – may vary depending on size of pipe or ground conditions.

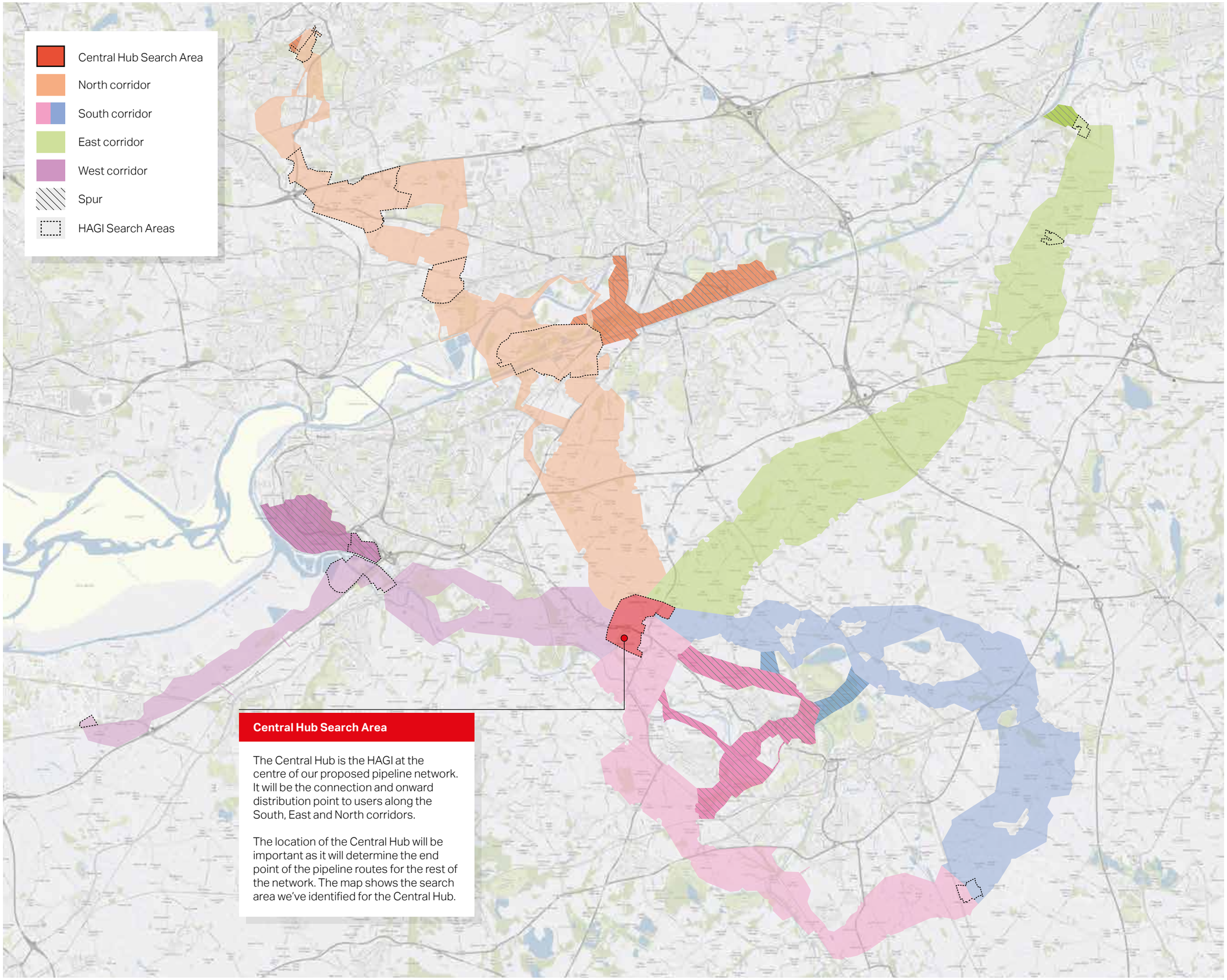
Overview map

This map shows an overview of the proposals we are consulting on. We have identified a route corridor, within which our underground pipeline could be constructed.

This route corridor is based on preliminary desk-based assessments and some initial site visits. Where the infrastructure needs to leave the main network to connect to industrial users and blending points, we have identified a number of spurs.

For the above ground infrastructure, we have identified search areas within which our HAGIs could be sited.

To help explain the proposals, we've split the route corridor into individual sections, although we will need to construct a pipeline in each of these sections. Over the next few pages, you can see each section of the route corridor in more detail.



Central Hub Search Area

The Central Hub is the HAGI at the centre of our proposed pipeline network. It will be the connection and onward distribution point to users along the South, East and North corridors.

The location of the Central Hub will be important as it will determine the end point of the pipeline routes for the rest of the network. The map shows the search area we've identified for the Central Hub.

Route corridors

West corridor: Stanlow to the Central Hub, and the Runcorn spur

The route corridor

This route corridor starts at the proposed hydrogen production plant at Essar's Stanlow Manufacturing Complex.

From there, it runs east towards the M56. Before it gets to the M56, it turns to run east again up the north side of the M56 in the direction of Frodsham and the Rocksavage roundabout.

Just before the Rocksavage roundabout, the route corridor turns east again, crossing the M56, towards the River Weaver Navigation.

The corridor then travels in the direction of Little Leigh, avoiding the Chapel and Dell ancient woodland, the listed buildings in the area and Aston Park.

It then crosses the railway line before arriving at the Central Hub.

The spur

In this area, we'll also need a spur in the direction of Runcorn. This will connect to the pipeline network via the Rocksavage HAGI Search Area and will extend roughly north-east, crossing the River Weaver Navigation.

The spur then runs approximately north-west with two options around Weston, one to the west and the other to the east.

We need this spur to connect to the following users:

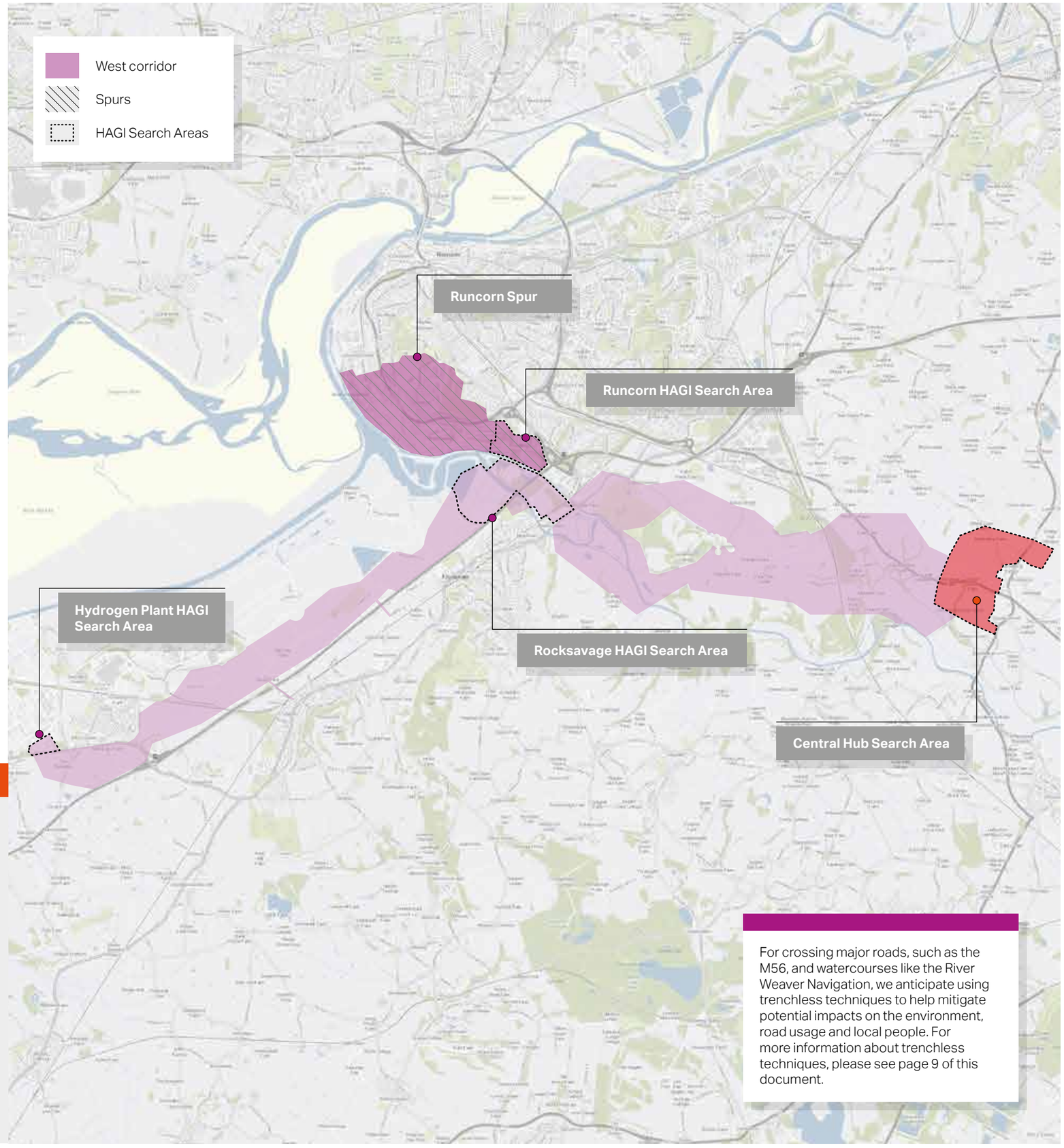
- Intergen
- The Heath Business and Technical Park
- Inovyn

The spur options are bound by the Manchester Ship Canal to the west and Runcorn Heath to the east. Therefore, crossing of the A557 Expressway near the Weston Point Interchange would be required.

HAGIs

In this area, we think we will need three HAGIs (see page 7 for more information on what a HAGI is). These would be:

- Hydrogen Plant HAGI Search Area
- Rocksavage HAGI Search Area
- Runcorn HAGI Search Area



Your opportunity to comment

We want your views and any information that could help us to develop a route for the pipeline or identify a site for our HAGIs within this corridor.

Provide your comments by:

Using our project website:
www.hynethydrogenpipeline.co.uk

Sending an email to:
info@hynethydrogenpipeline.co.uk

Sending written feedback to our freepost address:
FREEPOST HYNET NWHP

Please ensure you submit your feedback by 11 March 2022.

For crossing major roads, such as the M56, and watercourses like the River Weaver Navigation, we anticipate using trenchless techniques to help mitigate potential impacts on the environment, road usage and local people. For more information about trenchless techniques, please see page 9 of this document.

Route corridors

North corridor: St Helens to the Central Hub, and the St Helens and Warrington spurs

The route corridor

This route corridor starts at Pilkington Glass Works in Ravenhead, St Helens.

From there, it travels south along the route of the St Helens Linkway. To cross the A570 and later, the Manchester to Liverpool railway lines, and to avoid the areas of Sutton Green and Lea Heath, there are two options. The first is to go south-west from Pilkington Glass Works through an area of open fields. The second is to go east, under local fields and recreational sites such as Sherdley Park golf course.

Both options join back up near Micklehead roundabout on the A570. At this point, the route corridor option travels south to the Clock Face HAGI Search Area by crossing the M62.

From here, there are two different ways to reach the Cuerdley HAGI Search Area, travelling either north or south of the A57. The corridor then travels south-east towards the Fiddlers Ferry Power Station site and crosses the St Helens Canal and the River Mersey.

The corridor then runs south, avoiding Moore and Walton and crossing the A56 and the M56 before passing through open fields to connect to the Central Hub.

The spurs

In this area, we'll also need three spurs: two in the direction of St Helens and one in the direction of Warrington. The spur at the northern end of the corridor will connect to the pipeline network near Ravenhead. We need this spur to connect to the following users:

- NSG-Pilkington's Greengate Works
- Glass Futures

We'll also need a spur near Micklehead Green to the south of St Helens. This will connect to the pipeline network via the Clock Face and Burtonwood HAGI Search Areas and may involve crossing the River Mersey.

We need this spur to connect to the following users:

- NSG's NGF site on Lea Green Industrial Park

The spur in the direction of Warrington will connect to the pipeline network via the Higher Walton HAGI Search Area. This will involve crossing the River Mersey, West Coast Mainline, A5060, A49, A5061 and A50. One part of the spur will travel north, and the other east to connect to the following users:

- Pilkington UK Ltd
- Glass Futures
- NGF Europe Ltd
- Novelis
- PQ Silicas
- Ingevity / Solvay

HAGIs

In this area, we think we will need five HAGIs (see page 7 for more information on what a HAGI is). These would be:

- St Helens HAGI Search Area
- Clock Face/Burtonwood HAGI Search Area
- Cuerdley HAGI Search Area
- Higher Walton HAGI Search Area

Your opportunity to comment

We want your views and any information that could help us to develop a route for the pipeline or identify a site for our HAGIs within this corridor.

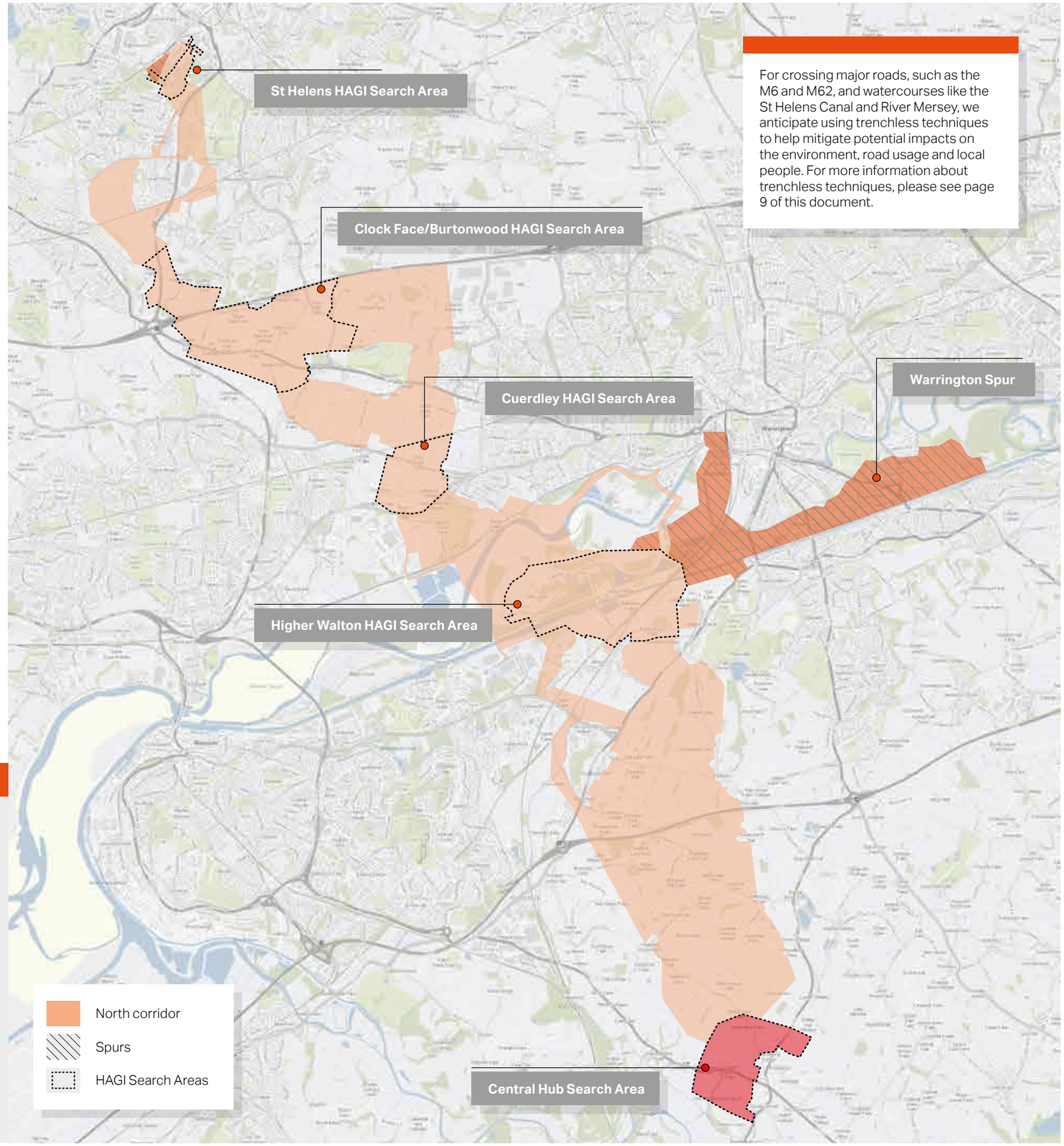
Provide your comments by:

Using our project website:
www.hynethydrogenpipeline.co.uk

Sending an email to:
info@hynethydrogenpipeline.co.uk

Sending written feedback to our freepost address:
FREEPOST HYNET NWHP

Please ensure you submit your feedback by 11 March 2022.



For crossing major roads, such as the M6 and M62, and watercourses like the St Helens Canal and River Mersey, we anticipate using trenchless techniques to help mitigate potential impacts on the environment, road usage and local people. For more information about trenchless techniques, please see page 9 of this document.

Route corridors

East corridor: Partington to the Central Hub, and the Partington spur

The route corridor

This route corridor starts on Manchester Road in Partington.

From there it travels south through open fields and the existing industrial areas of Partington.

It continues to cross the B5160 before turning slightly south-west, predominantly through rural fields. It then crosses the River Bollin, Bridgewater Canal, A56, M56 and A50, before also crossing the M6 to the south of Lymm Interchange.

From there, it passes through more rural fields, crossing the A49 and A559 before reaching the Central Hub.

The spur

In this area, we'll also need a spur in the direction of Partington. This will connect to the pipeline network via the Partington HAGI Search Area, crossing the A6144 just south of where Manchester Road meets Common Lane. We need this spur to connect to the following users:

- SAICA, Partington

HAGIs

In this area, we think we will need two HAGIs (see page 7 for more information on what a HAGI is).

These would be:

- Partington HAGI Search Area
- Warburton HAGI Search Area

Partington and Warburton HAGIs will be blending points to allow hydrogen to be blended with natural gas and supplied into the wider gas pipeline network to maximise the extent of supply.

Your opportunity to comment

We want your views and any information that could help us to develop a route for the pipeline or identify a site for our HAGIs within this corridor.

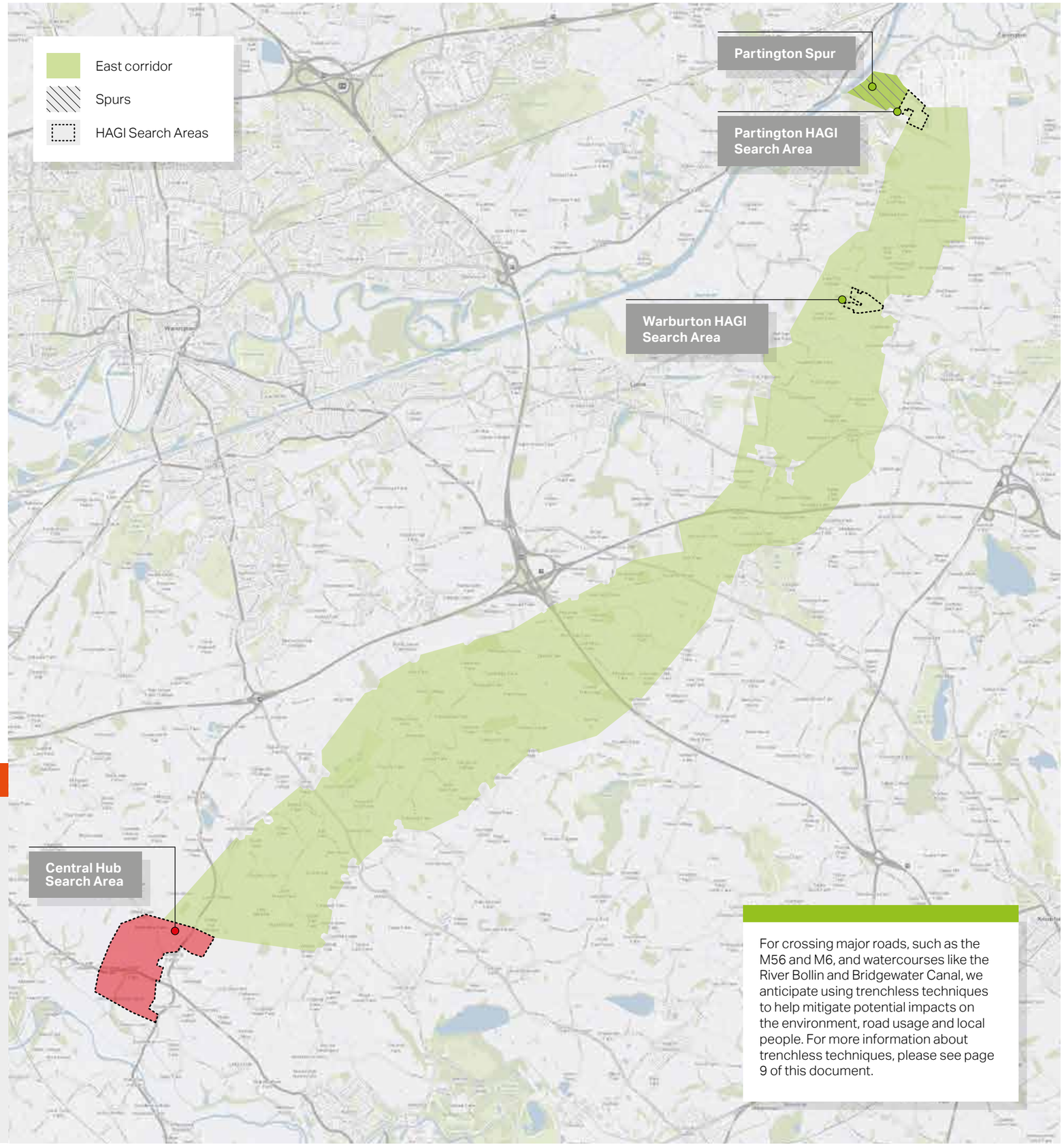
Provide your comments by:

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Sending an email to:
info@hynethydrogenpipeline.co.uk

Sending written feedback to our freepost address:
FREEPOST HYNET NWHP

Please ensure you submit your feedback by 11 March 2022.



For crossing major roads, such as the M56 and M6, and watercourses like the River Bollin and Bridgewater Canal, we anticipate using trenchless techniques to help mitigate potential impacts on the environment, road usage and local people. For more information about trenchless techniques, please see page 9 of this document.

Route corridors

South corridor: Central Hub to Hydrogen Storage Facility and the Northwich spur

The route corridor

This route corridor is made up of two different possible options.

- **Option A, west of Northwich** (shown in pink) starts at the Central Hub, travelling south along the A49, with crossings at various intersections, including the River Weaver Navigation, the Trent and Mersey Canal, the West Coast Mainline and the A49 in between Pinfold Hollows and Weaverham.

  It continues south, along the western edge of Northwich, crossing the regional rail line between Northwich and Middlewich and the A556.

  From there it travels south east, before crossing and briefly following the line of the West Coast Mainline. Near Moulton, the corridor turns east, crossing a number of roads, the Trent and Mersey Canal and another railway, to get to the existing hydrogen storage facility.

- **Option B, east of Northwich** (shown in blue) starts at the Central Hub and travels east, passing through the open fields around Comberbach and crossing the A559. The corridor splits to avoid Wincham, using open fields to continue east.

  After crossing the A556 and a regional rail line between Plumley and Lostock Graham stations, the corridor travels south and south-west, through open fields to the existing hydrogen storage facility.

Based on our current understanding, option A is our preferred corridor.

The spur

Regardless of the option selected, we'll also need a spur in the direction of Northwich to connect to Tata Chemicals Europe, Winnington.

For this, there are four options.

Two options extend south-east from the Central Hub, involving crossings of the Trent and Mersey Canal, the River Weaver Navigation, the West Coast Mainline and the A553.

The other options connect via either option A or option B.

HAGIs

In this area, we think we will need one HAGI (see page 7 for more information on what a HAGI is).

This would be:

- Hydrogen Storage Facility HAGI Search Area

Your opportunity to comment

We want your views and any information that could help us to develop a route for the pipeline or identify a site for our HAGIs within this corridor.

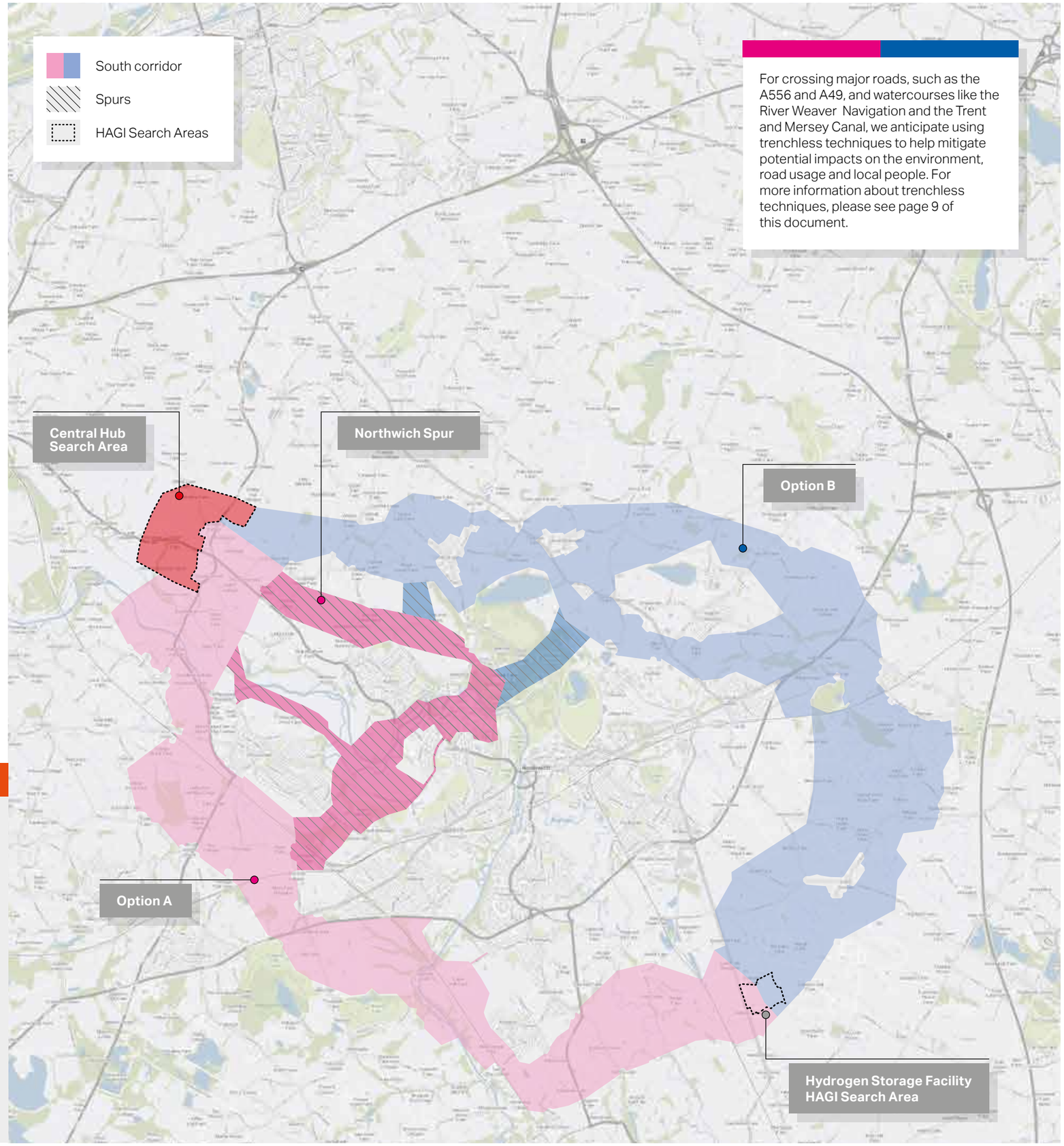
Provide your comments by:

Using our project website:
www.hynethydrogenpipeline.co.uk

Sending an email to:
info@hynethydrogenpipeline.co.uk

Sending written feedback to our freepost address:
FREEPOST HYNET NWHP

Please ensure you submit your feedback by 11 March 2022.



Have your say

Local people, including residents, local elected representatives and other stakeholders, have an important role to play throughout this process. We need your views and knowledge as we work to develop and refine our final pipeline route.

Our first round of consultation will run for six weeks from **00:01 on 26 January 2022 until 23:59 on 11 March 2022**. This consultation period is non-statutory and will be followed by a second round of statutory consultation later in 2022.

We'll consider all comments we receive, alongside further technical and environmental surveying work. This will help us to develop a more detailed design for the pipeline ahead of our second consultation. We will also identify sites for our HAGIs within our search areas.

Should you require this consultation brochure, or any of our other materials, in a more accessible format, please contact the project team by emailing info@hynethydrogenpipeline.co.uk or calling 0800 8606 261.

You can share feedback by:

Using our project website:
www.hynethydrogenpipeline.co.uk

Submit feedback on our website using our online feedback form and interactive map. The mapping tool allows you to leave comments at different location points along our route corridor.

Sending an email to:
info@hynethydrogenpipeline.co.uk

We welcome all feedback and any questions you might have about the project via email.

Sending written feedback to our freepost address:
FREEPOST HYNET NWHP

You can write us a letter or send hard copy feedback forms, which will be available at events, deposit locations or by request. A full list of deposit locations is available on our website.

Please ensure you submit your feedback by 11 March 2022.

Meet the team

You can find out more about the HyNet North West Hydrogen Pipeline at our consultation events.

We are planning to host a number of in-person events between **15 and 26 February 2022**, and two online events on **17 and 22 February 2022**.

Covid-19: In carrying out our in-person consultation events, we will adhere to any Government guidance in place at the time.

Should Government Covid-19 guidance require us to cancel our planned in-person consultation events, we will endeavour to let people know and provide an online alternative.

The events are a great opportunity to meet the technical team and to ask any questions you may have about the project.

For event details, timings and locations please visit www.hynethydrogenpipeline.co.uk.

Next steps

After the consultation closes, we will consider all feedback we have received. We will also carry out lots more technical engineering and environmental work, to understand more about the areas we could route the pipeline in.

This work will help us identify a more detailed design for the pipeline route. We will present this, alongside our preliminary environmental work, at our second consultation later this year.

Application process

The HyNet North West Hydrogen Pipeline is a Nationally Significant Infrastructure Project. This means we will apply to the Planning Inspectorate and Government's Secretary of State for Business, Energy and Industrial Strategy for a Development Consent Order (DCO), in accordance with the Planning Act 2008.

As part of the DCO process, we will be carrying out consultation and engagement with stakeholders and local communities. This will be undertaken throughout the pre-application phase during our two rounds of public consultation.

You can find out more about the DCO process here: www.infrastructure.planninginspectorate.gov.uk/application-process.

Current project timeline

January 2022:
Non-statutory consultation launches

September 2022:
Statutory consultation launches

Spring 2023:
Development Consent Order (DCO) submission

Summer/Autumn 2024:
Secretary of State decision

2025-2027:
Construction takes place

2027:
Commissioning phase before pipeline becomes operational

Please note that this is an indicative timeline and could be subject to change.

Contact us

To submit feedback, ask questions and find out more, get in touch with the project team via the contact details below:

Email: info@hynethydrogenpipeline.co.uk

Register to stay informed:
www.hynethydrogenpipeline.co.uk/keep-in-touch

Write to us: FREEPOST HYNET NWHP

0800 8606 261

Appendix J Feedback form

HyNet North West Hydrogen Pipeline

Non-statutory consultation Feedback form

HyNet North West Hydrogen Pipeline

Delivering clean growth

Project overview

We are developing a network of underground pipelines that will safely take low carbon hydrogen produced at Essar's Stanlow Manufacturing Complex, near Ellesmere Port, to various industrial organisations. The pipeline will also transport hydrogen to blending stations in Warburton and Partington (near Manchester), where it will be blended into the existing gas network to heat homes and businesses. The project will also link to underground hydrogen storage facilities that will be used to balance supply and demand.

Go online to find out more about our proposals and share your thoughts: www.hynethydrogenpipeline.co.uk

Or to access our website, scan this QR code with your phone's camera.

The consultation

Our first round of consultation is now open and will run from 00:01 on 26 January 2022 until 23:59 on 11 March 2022.

We currently have a route corridor, within which we are looking to route the pipeline. We have also identified search areas where Hydrogen Above Ground Installations could be located. We are asking for your views on these options to help us refine our plans.

The HyNet North West Hydrogen Pipeline is a Nationally Significant Infrastructure Project. Our application will be made to the Planning Inspectorate and, ultimately, the Secretary of State for Business, Energy and Industrial Strategy will decide whether to grant permission for the project.

Have your say

Please complete this feedback form and return to us using our freepost address: FREEPOST HYNET NWHP. If you need more space to provide your feedback, please feel free to include additional pages.

If you require this form in an alternative format, please contact 0800 8606 261.

Alternatively, you can provide your feedback online at **www.hynethydrogenpipeline.co.uk** or by email to **info@hynethydrogenpipeline.co.uk.**

Please submit your feedback by 23:59 on 11 March 2022.

We will take all the feedback we receive into consideration as we continue to develop our plans for the HyNet North West Hydrogen Pipeline.

To find out more, visit the website or contact the project team by emailing info@hynethydrogenpipeline.co.uk or calling 0800 8606 261.

Cadent

Your Gas Network

Personal Information

Please refer to the privacy notice on this form for details of how we will handle your data.

Title:

First name:

Surname:

Date

Company/Organisation, where applicable (optional)

Address:

Postcode:

E-mail:

A. Early stages of our work

A1. Please share your views and provide any additional information on the early stages of our work that helped to identify our route corridor, or any of our strategic alternatives (see page 8 of the brochure).

B. Stanlow to the Central Hub, including the Runcorn spur

For more information about our plans in this area, please see page 12-13 of the document or view the interactive map on our website.

B1. Please share your views and provide any information that could help us to develop a route for our pipeline in the corridor between Stanlow and the Central Hub, including the Runcorn spur.

B2. Please share your views and provide any additional information about the search areas we have identified for the Hydrogen Above Ground Installations between Stanlow Hydrogen Production Plant and the Central Hub, including the Runcorn spur.

C. St Helens to the Central Hub, including the St Helens and Warrington spurs

For more information about our plans in this area, please see pages 14-15 of the brochure or view the interactive map on our website.

C1. Please share your views and provide any information that could help us to develop a route for our pipeline in the corridor between St Helens and the Central Hub and the spurs we'll need to connect to industrial users.

C2. Please share your views and provide any additional information about the search areas we have identified for the Hydrogen Above Ground Installations between St Helens and the Central Hub.

D. Partington to the Central Hub, including the Partington spur

For more information about our plans in this area, please see pages 16-17 of the brochure or view the interactive map on our website.

D1. Please share your views and provide any additional information that could help us to develop a route for our pipeline in the corridor between Partington and the Central Hub, including the Partington Spur.

D2. Please share your views and provide any additional information about the search areas we have identified for the Hydrogen Above Ground Installations between Partington and the Central Hub.

E. Northwich to the Central Hub, including the Northwich spur

For more information about our plans in this area, please see pages 18-19 of the brochure or view the interactive map on our website.

E1. Please share your views and provide any information that could help us to develop a route for our pipeline in the corridor between Northwich and the Central Hub, including the Northwich spur.

E2. Please share your views and provide any additional information about the search areas we have identified for the Northwich Hydrogen Storage Facility HAGI.

F. The Central Hub

F1. Please share your views and provide any additional information about the search area we have identified for the Central Hub where the four sections of our route corridor would meet (see pages 10-19 of the brochure or view the interactive map on our website).

G. Other comments

G1. Is there anything else within this consultation which you would like to comment on?

Privacy Statement

Your privacy matters to us and we are transparent about how we use your data.

FAQs

Why are we collecting this data?

- To support us developing and planning our hydrogen network as part of the HyNet Hydrogen North West Pipeline Project
- To allow us to keep you up to date as the project progresses and to inform you of any future consultations
- To meet our statutory obligations under the Planning Act 2008 and any other relevant legislation

Who are we sharing this information with?

- With our contractors and suppliers whom we have contracts in place with to support in the development of the Project, for example Camargue who act on behalf of Cadent Gas Limited (Cadent)
- With relevant government bodies, such as the Planning Inspectorate and the Department of Business, Energy and Industrial Strategy to supporting the Project planning application process

How long we will keep that information?

- We will keep the information for the purposes of the Project and maintaining our gas network

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How do I update my data or find out more?

If you wish to update your information or make any requests, please contact:

Email: info@hynethydrogenpipeline.co.uk

Phone: 0800 8606261

Contact us

To submit feedback, ask questions and find out more, get in touch with the project team via the contact details below:

Email: info@hynethydrogenpipeline.co.uk

Register to stay informed:
www.hynethydrogenpipeline.co.uk/keep-in-touch

Write to us: FREEPOST HYNET NWHP

0800 8606 261

Appendix K Photographs from in-person events

Overview map

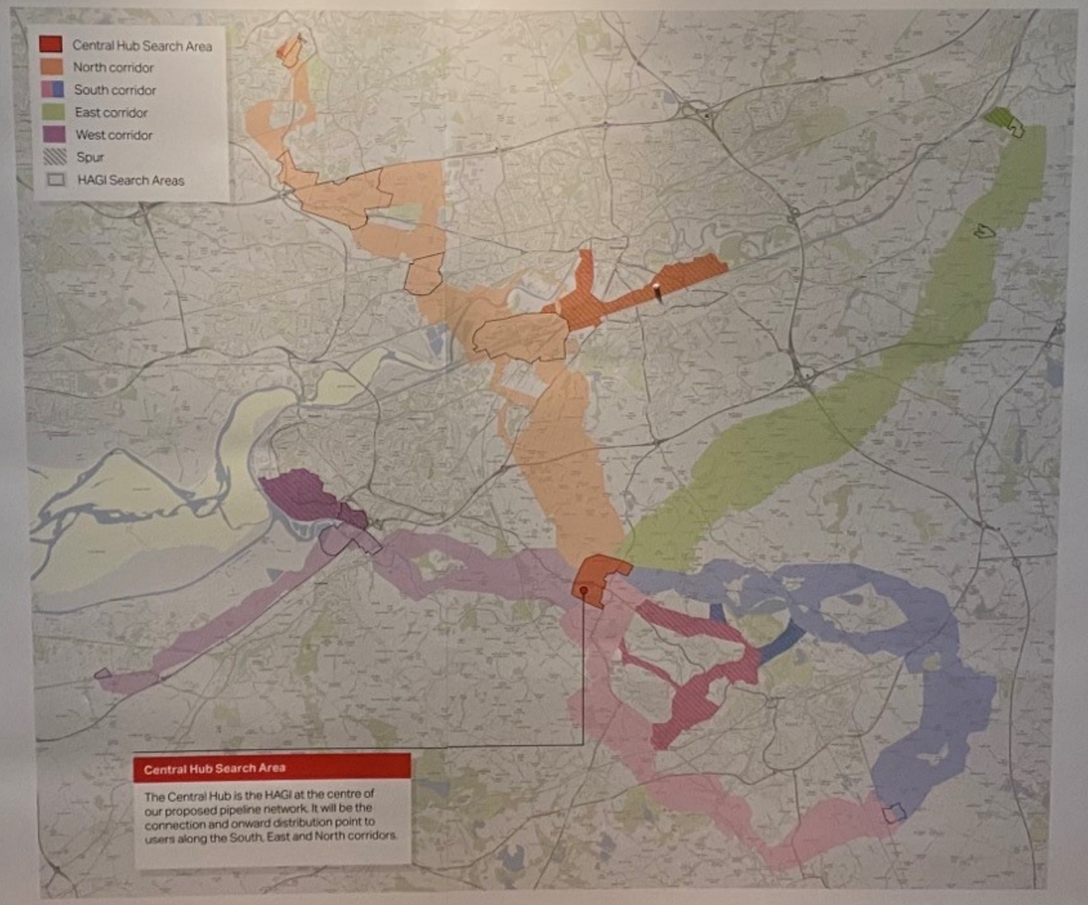
HyNet North West Hydrogen Pipeline

Delivering clean growth

This map shows an overview of the proposals we are consulting on and the route corridor we have identified within which our underground pipeline could be constructed.

This route corridor is based on preliminary desk-based assessments and initial site visits. Where the infrastructure needs to leave the main network to connect to industrial users and blending points, we have identified a number of spurs.

For the above ground infrastructure, we have identified search areas within which our HAGIs could be sited.



Central Hub Search Area

The Central Hub is the HAGI at the centre of our proposed pipeline network. It will be the connection and onward distribution point to users along the South, East and North corridors.

Scan with your phone's camera to access our website

Cadent

Your Gas Network

How we construct pipelines

HyNet North West Hydrogen Pipeline

Cadent

How we developed our proposals

HyNet North West Hydrogen Pipeline

Delivering clean growth

Option A is the route corridor we are consulting on. This roughly forms an 'X' shape, with a Central Hub and four legs: west to Stanlow; north to St Helens; east to Partington and Warburton; and south towards Middlewich.

Option A: X Layout

In developing our route corridor, we also assessed and ruled out three alternative corridors.

Option B: H Layout

This formed an 'H' shape. The western leg would have run from Stanlow to Frodsham, the north across the Mersey Estuary to St Helens, the east from Partington, the south past Warburton to a location near Junction 20 of the M6, then south to the hydrogen storage facility.

Option C: XH Layout

This would have been a combination of options A and B, with the western, northern and eastern legs the same as those chosen in A. The connection to the hydrogen storage facility included the option provided in B, with a leg running from near Junction 20 of the M6 to the hydrogen storage facility.

Option D: U Layout

This roughly formed an 'H' shape. It would have had a western leg running from Stanlow to St Helens across the Mersey Estuary, with a spur towards Warrington. The southern leg would have run from Stanlow to Middlewich and an eastern leg from Winsford to Carrington.

Please see our consultation brochure for more detail on these routes, but we have chosen our route corridor over the alternatives for reasons including:

- Option A: Unlike options B and D, it does not require a crossing of the Mersey which would result in additional environmental impacts on protected sites or require long distance piling which would add cost and complexity to an already challenging project.
- Option A: Unlike option C, it is deliverable with only a single Central Hub site.

Scan with your phone's camera to access our website

Cadent

What happens next?

HyNet North West Hydrogen Pipeline

Delivering clean growth

Local people, including residents, local elected representatives and other stakeholders, have an important role to play throughout this process. We need your views and knowledge as we work to refine our final pipeline route.

After consultation closes, we will consider all the feedback we have received. We will also carry out lots of technical engineering and environmental work, to understand more about the areas we could route the pipeline in.

This work will help us identify a more detailed design for the pipeline route. We will present this design, alongside more detailed environmental work, at a second consultation later this year.

The HyNet North West Hydrogen Pipeline is a Nationally Significant Infrastructure Project. This means we will apply to the Planning Inspectorate and Government's Secretary of State for Business, Energy and Industrial Strategy for planning permission through a Development Consent Order (DCO), in accordance with the Planning Act 2008.

Your feedback can help us shape our proposals and create the best possible project.

Current project timeline

January 2022:
Non-statutory consultation laun

Spring and Summer 2022:
Habitat assessment surveys, including great crested newts and reptiles, along with other environmental surveys, to suppo our assessments and ongoing engineering design.

Autumn 2022:
Statutory consultation launches

Spring 2023:
Development Consent Order (DCO) submission

Summer/Autumn 2024:
Secretary of State decision

2025-2027:
Construction takes place

2027:
Pipeline operational

Please note that this is an indicative timeline and could be subjec to change.

You can share feedback by:

Using our project website:
www.hynethydrogenpipeline.co.uk

Submit feedback on our website using our online feedback form and interactive map. The mapping tool allows you to leave comments at different location points along our route corridor.

Sending an email to:
info@hynethydrogenpipeline.co.uk

We welcome all feedback and any questions you might have about the project via email.

Sending written feedback to our freepost address:
FREEPOST HYNET NWHP

You can write us a letter or send hard copy feedback forms, which are available at this event.

Please ensure you submit your feedback by 11 March 2022.

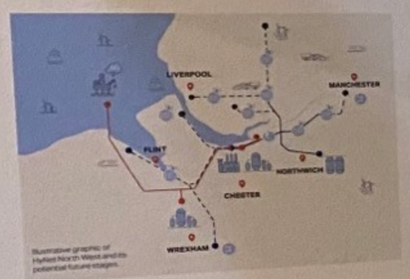
Scan with your phone's camera to access our website

Cadent
Your Gas Network

HyNet North West Hydrogen Pipeline

Delivering clean growth

The plans, being developed by Cadent, the gas network operator for the region, are a key part of the ambitious HyNet North West low carbon cluster.



Illustrative graphic of HyNet North West and its potential future stages.

The hydrogen pipeline will safely transport low carbon hydrogen produced at Essar's Stanlow Manufacturing Complex near Ellesmere Port to various industrial organisations. It will also transport hydrogen to blending stations in Warburton and Partington (near Manchester) where it will be blended into the existing gas network to heat homes and businesses. The project will link to underground hydrogen storage facilities that will be used to balance supply and demand.

The pipeline will be underground, although we will need some additional infrastructure known as Hydrogen Above Ground Installations (HAGIs) at various locations along the route.

We anticipate to start construction in line with the hydrogen production plan, subject to obtaining planning consent.

HyNet North West

The pipeline is part of the HyNet North West low carbon cluster. HyNet is an innovative energy project that will unlock a low carbon economy for the North West and North Wales and put the region at the forefront of the UK's drive to achieve net zero.

Cadent is the UK's largest gas distribution network, managing a network of more than 80,000 miles of pipes, most of which are underground. These pipelines transport gas to 11 million customers throughout the North West, West Midlands, East Midlands, South Yorkshire, East of England and North London.

Cadent
Your Gas Network

Scan with your phone's camera to access our website

FIRE EXIT

An overview of our proposals

HyNet North West Hydrogen Pipeline

The HyNet North West Hydrogen Pipeline includes the construction, operation and maintenance of around 77 miles of new gas transportation infrastructure. The pipeline will vary in diameter along the route between 12 inches to potentially 48 inches. The primarily underground pipeline will connect a number of defined end points, distributing hydrogen to industry and blending hydrogen into the existing gas network in the North West.

End points	Why it's needed
Hydrogen production facility at Stanlow Manufacturing Complex	Provides a source of hydrogen to supply the pipeline network
Hydrogen storage facility near Northwich	Allows hydrogen to be stored at times of peak supply and released into the network to meet demand
Blending to the existing gas network, near Warburton and Partington	Allows hydrogen to be blended with natural gas and supplied into the wider pipeline network
A cluster of industrial operations across the project area	Helps decarbonise industry in the region

The pipeline

The pipeline will connect to the proposed hydrogen manufacturing plant at Stanlow Manufacturing Complex, near Ellesmere Port. This will be the source of hydrogen for onward distribution into the network. The pipeline will then continue to a 'Central Hub' at the centre of the network. The Central Hub will act as the connection and onward distribution point for users and connection to storage along the south, west and north sections of the route corridor.

We have used our early feasibility and design work to date to develop a route corridor, a broad area within which the underground pipeline could be routed. On the map shown on the Overview Map panel, the route corridor broadly represents a cross (or an 'X').

Spurs

In some areas, we have identified spurs off the route corridor. These are needed to take hydrogen from the main pipeline to specific industrial users in the region. We expect that these spurs will use a smaller type of pipe and will include mobile valve stations, much like Cadent's existing network.

Hydrogen Above Ground Installations (HAGIs)

The majority of our new infrastructure will be underground. However, at certain points along the pipeline, we will need some above ground infrastructure. We call these Hydrogen Above Ground Installations (HAGIs).

These sites will also give us access to inspect the integrity of the pipeline and to manage the flow to different parts of the network. They will also allow future connections to the network.

HAGI Search Areas have been identified within the 45m corridor based on points along the pipeline network where connections or block valves are required. We currently anticipate needing around 12 HAGIs – please see our overview map for further details.

HAGI sites will also include connection points to the new hydrogen plant, storage facility, and to support connections to industrial users and blending points within the pipeline network.

Typically, HAGIs require a range of above ground equipment and infrastructure. These structures are usually around 1.5 to 2 metres (up to 6ft) above ground level, but typically range between 0.5 and 2 hectares - 1 hectare is around the size of a football pitch.

Cadent
Your Gas Network

Scan with your phone's camera to access our website

Overview map

HyNet North West Hydrogen Pipeline

This map shows an overview of the proposals we are consulting on and the route corridor we have identified within which our underground pipeline could be constructed.

Cadent
Your Gas Network

How we construct pipelines




HyNet North West Hydrogen Pipeline
An overview of our proposals
How we developed our proposals
What happens next?
HyNet North West Hydrogen Pipeline
Delivering clean growth
Local people, including residents, local elected representatives and other stakeholders, have an important role to play throughout this process. We need your views and knowledge as we work to refine our final pipeline route.
Current project timeline
January 2022:
Non-statutory consultation launches
Spring and Summer 2022:
Habitat assessment surveys, including great crested newts and reptiles, along with other environmental surveys, to support our assessments and ongoing engineering design
Autumn 2022:
Statutory consultation launches
Spring 2023:
Development Consent Order (DCO) submission
Summer/Autumn 2024:
Secretary of State decision
2025-2027:
Construction takes place
2027:
Pipeline operational
You can share feedback by:
Using our project website:
Sending written feedback to our freepost address:
FREEPOST HYNET
Sending an email to:
Please ensure you submit your feedback by 17 March 2022.
Cadent

HyNet North West Hydrogen Pipeline

Delivering clean growth

The plans, being developed by Cadent, the gas network operator for the region, are a key part of the ambitious HyNet North West low carbon cluster.



Illustrative graphic of HyNet North West and its potential future stages.

- Initial phases of Cadent's H_2 pipeline
- Potential future phases of Cadent's H_2 pipeline
- ENI'S CO_2 pipeline
- Industrial CO_2 capture
- Low carbon H_2 production
- Underground H_2 storage
- CO_2 storage
- Industrial H_2 user
- Flexible H_2 power generation
- H_2 blending for homes and business
- CO_2 shipping
- H_2 from offshore wind
- H_2 fuelling for transport
- H_2 fuelling from solar and wind
- H_2 trains

The hydrogen pipeline will safely transport low carbon hydrogen produced at Essar's Stanlow Manufacturing Complex near Ellesmere Port to various industrial organisations. It will also transport hydrogen to blending stations in Warburton and Partington (near Manchester) where it will be blended into the existing gas network to heat homes and businesses. The project will link to underground hydrogen storage facilities that will be used to balance supply and demand.

The pipeline will be underground, although we will need some additional infrastructure known as Hydrogen Above Ground Installations (HAGIs) at various locations along the route.

We anticipate to start construction in line with the hydrogen production plan, subject to obtaining planning consent.

HyNet North West

The pipeline is part of the HyNet North West low carbon cluster. HyNet is an innovative energy project that will unlock a low carbon economy for the North West and North Wales and put the region at the forefront of the UK's drive to achieve net zero.

Cadent is the UK's largest gas distribution network, managing a network of more than 80,000 miles of pipes, most of which are underground. These pipelines transport gas to 11 million customers throughout the North West, West Midlands, East Midlands, South Yorkshire, East of England and North London.

Cadent
Your Gas Network

Scan with your phone's camera to access our website

Overview map

This map shows an overview of the proposals we are consulting on and the route corridor we have identified within which our underground pipeline could be constructed.

This route corridor is based on preliminary desk-based assessments and initial site visits. Where the infrastructure needs to leave the main network to connect to industrial users and blending points, we have identified a number of spurs.

For the above ground infrastructure, we have identified search areas within which our HAGIs could be sited.

Central Hub Search Area
North corridor
South corridor
East corridor
West corridor
Spur
HAGI Search Areas

Scan with your phone's camera to access our website

Cadent
Your Gas Network

This event is open 11am to 4pm

Cadent
Your Gas Network

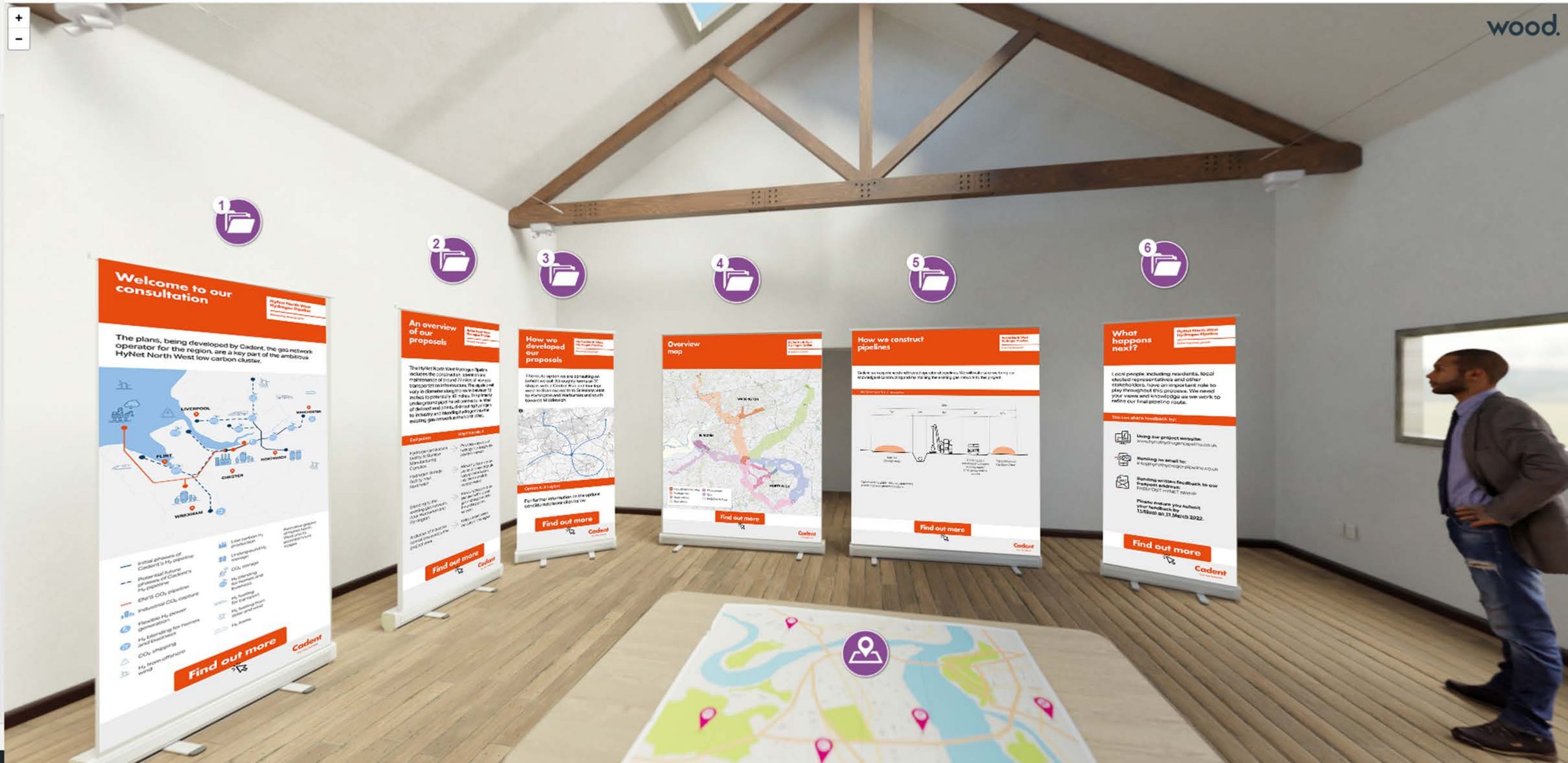
Welcome to our consultation event

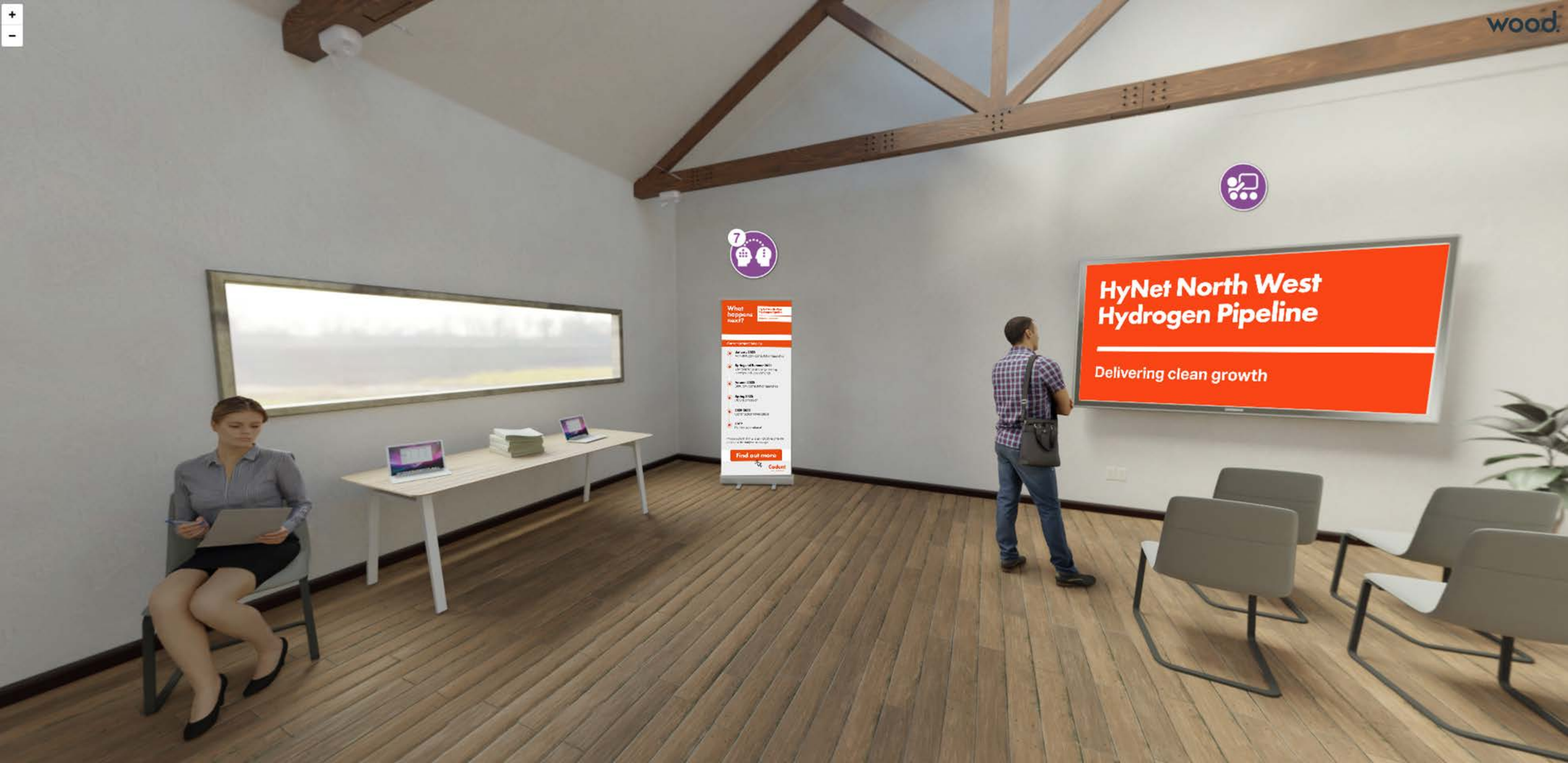
Visitor Experience & Museum

Hotties Cafe

Galleries

Appendix L Virtual exhibition space


Welcome to our consultation
The plans, being developed by Cadent, the gas network operator for the region, are a key part of the ambitious HyNet North West low carbon cluster.
LIVERPOOL
MANCHESTER
FLINT
NORTHWICH
CHESTER
WREXHAM
Find out more
Cadent
An overview of our proposals
Find out more
Cadent
How we developed our proposals
Find out more
Cadent
Overview map
Find out more
Cadent
How we construct pipelines
Find out more
Cadent
What happens next?
Find out more
Cadent
wood.


HyNet North West
Hydrogen Pipeline
Delivering clean growth
What happens next?
Find out more
wood.

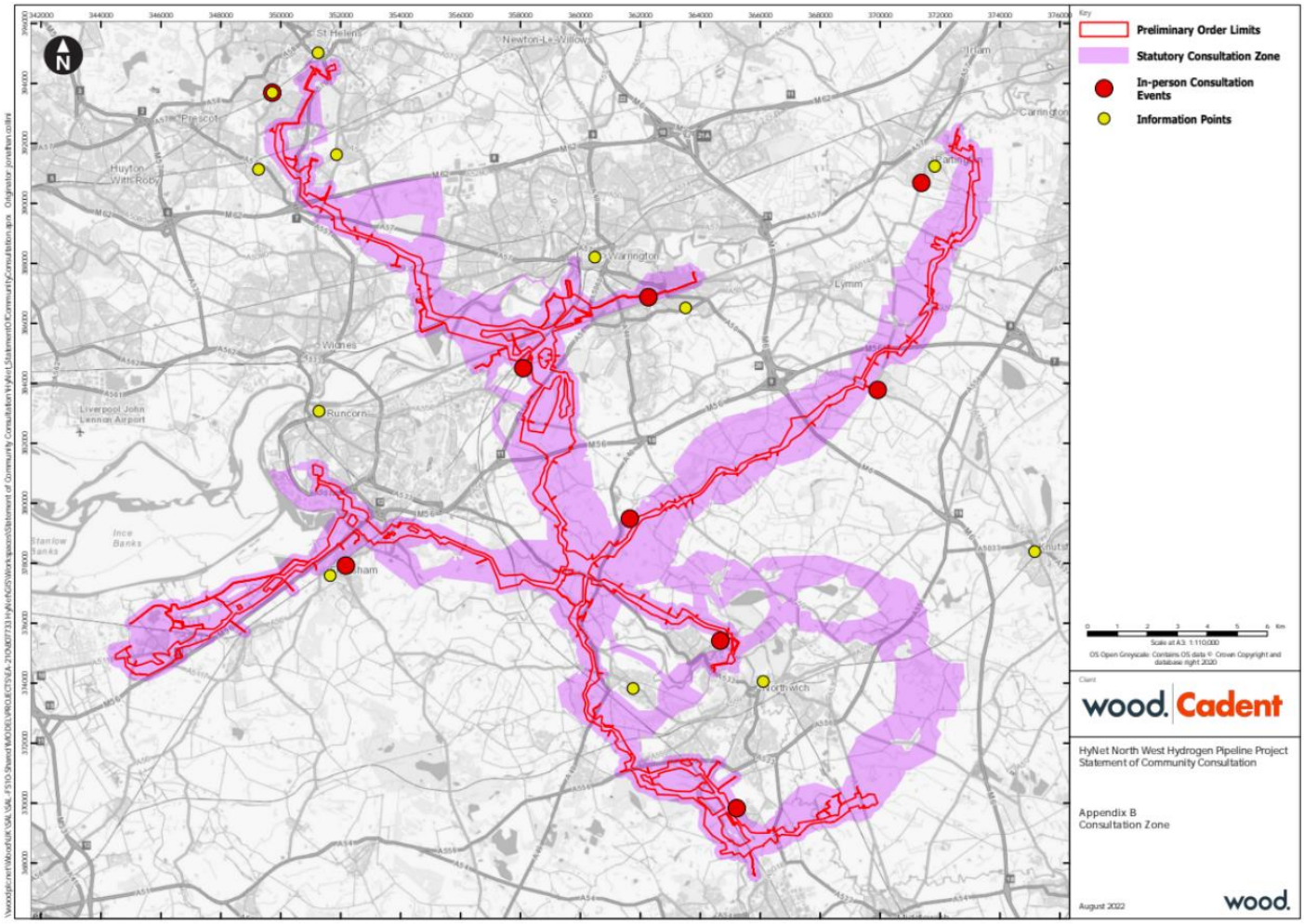
HyNet North West Hydrogen Pipeline

Delivering clean growth

Cadent

Your Gas Network

Appendix B Consultation Zone



Appendix C LPA SoCC Responses

Request Ref	Request	Project Response (2022)
Warrington Borough Council		
WBC1	The following groups should be included within prescribed consultees: • Environment Agency • Historic England • HSE • National Highways • Natural England • Sport England	The statutory consultation will be carried out in line with the requirements of the Planning Act 2008, including consulting with the relevant prescribed consultees. This will include the prescribed consultees listed by Warrington Borough Council.
WBC2	The following should also be consulted: • Canal and River Trust • Greater Manchester Ecology Unit • Parish councils in the affected area • United Utilities • Wirral and Cheshire Badger Group	The Canal and River Trust, United Utilities and the relevant Parish Councils are prescribed consultees and will be consulted in line with the requirements of the Planning Act 2008. The Greater Manchester Ecology Unit and the Wirral and Cheshire Badger Group will be defined as wider stakeholders and consulted as part of the statutory consultation.
WBC3	An in-person consultation event should also take place in central Warrington for those potentially impacted without access to private vehicles as there is a significant distance between the closest Warrington event venue and the St Helens one.	As part of the statutory consultation, Cadent is undertaking a range of consultation activities to ensure all of the people interested in the Project have an opportunity to be involved in the consultation. Consultation events are one of these mechanisms and have been located in those areas closest to the route of the proposed pipeline and within the consultation zone. Specifically, an event will take place in Warrington close to the proposed spur location and another event will take place on the Warrington/Runcorn Border at Moore. All venues that have been selected are well known to the local

Request Ref	Request	Project Response (2022)
		community and, where possible, are near to public transport links. In addition to the in person consultation events consultees will be able to view consultation material online via the Project website, and through virtual exhibitions. A number of online events will also be held to allow consultees a further opportunity to ask questions of the Project team. It is also possible to take part fully in the consultation without attending an event. All information will be available on the Project website and a phoneline (9-5, Mon-Fri) and email address will be available for people to contact the Project team. The Project website will include a virtual exhibition room, set up like an in-person event.
WBC4	Confirmation that in the event that in-person events are cancelled, they would be replaced with virtual events?	People are able to take part fully in the consultation without attending an in-person event. All information will be available on the Project website and a phoneline (9-5, Mon-Fri) and email address will be available for people to contact the Project team. The Project website will include a virtual exhibition room, set up like an in-person event. We will also be holding two online events. Should any or all in-person events need to be cancelled for any reason, the most appropriate mitigation would be identified on a case-by-case basis in consultation with the relevant local planning authorities. This would typically involve expanding the number of online events, as an efficient way of replacing the in-person events.
WBC5	WBC would also recommend that the following should also be consulted: • Warrington Borough Council's Employment Development Team	Cadent welcome the opportunity to engage with Warrington Borough Councils Employment Development team and request for Warrington

Request Ref	Request	Project Response (2022)
		Borough Council to provide the appropriate email address. Cadent request that the LPA co-ordinates comments from their various departments into a single response.
Cheshire West and Chester Borough Council		
CWAC1	In respect the definition of consultation zones, the widened zones around the HAGIs and Block Valves are welcomed however it is recommended that this should also include construction compounds and their access points. It is also questioned if the 100m consultation zones around the pipe are appropriate. Such a narrow zone has the potential to miss parts of nearby communities which could be indirectly impacted by the development such as the villages of Elton and Moulton and areas of Barnton. It is therefore questioned whether the consultation zone purely based upon the initial scoping corridors would be appropriate? It is advised that further detail / reasoning is provided as to the selection of the consultation zone, based upon the direct and indirect effects of the Project on the community, including disruption as a result of the construction operations as well as the impacts that the pipeline might have when installed.	The Scoping Corridors and initial Red Line Boundary were used to define the Consultation Zone because they formed the basis of the Consultation Zone for the Non-Statutory Consultation. As such, Cadent wanted to ensure that all those consulted during the Non-Statutory Consultation have the opportunity to find out more about the Project and provide further feedback. In areas where the proposed pipeline route is in proximity to the edge of the Scoping Corridor, a buffer is proposed to ensure that those potentially affected by the Project are also directly notified of the consultation. In response to the feedback received, Cadent is proposing to extend the Consultation Zone from 100m to 200m for the pipelines and other temporary works for additional areas added to the initial consultation zone. This includes the construction compounds and their access points. In response to Cheshire West and Chester Borough Council, the Consultation Zone has also been expanded to include the community of Elton, and the western extent of Moulton. This extension will mean that these additional consultees will receive a Project postcard notifying them about the consultation. No changes have been made to the Consultation Zone near Barnton as the works in this area are limited to the more minor spurs and therefore

Request Ref	Request	Project Response (2022)
		the extent of the direct and indirect impacts is expected to be limited. However, we will provide posters to community locations in this area. The definition of the Consultation Zone does not preclude those outside of the Zone from participating in the consultation, and the SoCC outlines a variety of ways in which the consultation will be advertised, both online and in print to raise awareness in the local community and encourage consultees to provide feedback. In addition to these measures, where an in-person consultation event venue is located outside of the Consultation Zone, posters advertising these events will be placed in the local area.
CWAC2	In respect the scope of local community and wider stakeholders for assistance please find attached Hynet Consultation Document provided by the Council's Localities team providing a list of relevant organisations and persons which are advised be included in the consultation process.	The local community and wider stakeholders identified by Cheshire West and Chester Borough Council will be consulted as part of the statutory consultation.
CWAC3	Use of online virtual exhibitions are welcomed – It is recommended that a number of events are held at various times to account for working families and harder to reach groups.	Cadent agrees that it is important that people are given a wide range of ways to engage with the consultation. The in-person consultation events and the online events are being scheduled on a range of days and in different time slots, to allow people greater opportunity to attend. People are able to take part fully in the consultation without attending an event. All information will be available on the Project website and a phoneline (9-5, Mon-Fri) and email address will be available for people to contact the Project team. The Project website will include a virtual exhibition room, set up like an in-person event.

Request Ref	Request	Project Response (2022)
CWAC4	The proposed Locations for Information Points at Frodsham and Northwich Library are supported. The use of press / newspaper advertisements and press releases as proposed are supported.	Noted.
CWAC5	It is advised that consideration is made as to the utilisation of social media (especially to reach younger groups of the community).	Cadent will be promoting the consultation through its existing social media channels. We will also be using digital advertising via Google and Spotify, partly as a tool for engaging younger audiences. They would be happy to work with the local authority to explore how content could be provided to for its own channels as well.
CWAC6	The use of in person events at Frodsham Community Centre, Moulton Village Hall, Anderton Village Hall and Whitley Village Hall are welcomed, however, for the above-mentioned reasons it is also recommended that consideration be made to hold additional in person events at other affected settlements including the village of Elton.	The Consultation Zone has been expanded to include Elton and Frodsham. The people in these communities will be notified of the statutory consultation via a Project Postcard. Since our stage one consultation, we have added an in-person event in Frodsham, to provide a location in the western part of the Project area. Cadent is not proposing to hold further in-person events in the Cheshire West and Chester Borough Council area in addition to those already defined because there are a number of ways in which people can participate in the consultation. All information will be available on the Project website and a phoneline (9-5, Mon-Fri) and email address will be available for people to contact the Project team. The Project website will include a virtual exhibition room, set up like an in-person event.
CWAC7	The proposed approach to reaching those hard-to-reach groups is supported. It is advised that this includes reaching out to young	Cadent will utilise the gatekeeper organisations listed in **Appendix D** of the SoCC to identify hard to reach/seldom heard groups including

Request Ref	Request	Project Response (2022)
	persons, including schools and collages etc. (eg by the use of social media and / or presentations at these locations).	young persons and will engage with those identified at an early stage. Emails to the gatekeeper organisations will be sent four weeks in advance of the launch of consultations to give sufficient time for these organisations to reach individuals and groups, and to define additional support required. Cadent will be promoting the consultation through its existing social media channels. We will also be using digital advertising via Google and Spotify, partly as a tool for engaging younger audiences.
Halton Borough Council		
HB1	Press notice in Runcorn and Widnes World recommended or Runcorn Weekly news.	A press release will be issued to Runcorn and Widnes World, and the Runcorn Weekly news.
HB2	Address of consult venue in Moore should be changed to Runcorn not Warrington (Table 4.1).	The address listed in Table 4.1 of the SoCC will be changed to Runcorn.
HB3	Parish Councils should be included in a list.	The relevant Parish Councils defined as prescribed consultees in accordance with the Planning Act will be consulted as part of the statutory consultation.
HB4	Daresbury Councillors should be contacted directly with info: here	The Daresbury Councillors defined as wider stakeholders will be contacted via the details provided.
Cheshire East Council		
CEC1	In respect the definition of consultation zones, the Council consider that the 100m consultation zones around the pipe should be widened to ensure nearby communities which could be indirectly impacted by the development are included.	In response to the feedback received, Cadent is proposing to extend the Consultation Zone from 100m to 200m for the pipelines and other temporary works for additional areas added to the initial consultation zone. This includes the construction compounds and their access points. The definition of the Consultation Zone does not preclude those

Request Ref	Request	Project Response (2022)
		outside of the Zone from participating in the consultation, and the SoCC outlines a variety of ways in which the consultation will be advertised, both online and in print to raise awareness in the local community and encourage consultees to provide feedback. In addition to these measures, where an in-person consultation event venue is located outside of the Consultation Zone, posters advertising these events will be placed in the local area.
CEC2	In respect the scope of local community and wider stakeholders, we would add the following Parish Councils: • Plumley Toft and Bexton • Tabley • Pickmere • High Legh • Aston by Budworth • Millington • Agden • Little Bollington*	Cadent will carry out its statutory consultation in line with the requirements of the Planning Act 2008, including consulting with the relevant parish councils who are prescribed consultees. This will include all of the parish councils / meetings listed by Cheshire East Council. *It should be noted that the Reg 11 List defines Little Bollington Parish Meeting as a non-prescribed consultee as it is a Parish Meeting rather than a Parish Council.
CEC3	Ward Councillors Chelford Ward: Marc Asquith. Email: marc.asquith@cheshireeast.gov.uk High Legh Ward: Kate Parkinson Email: kate.parkinson@cheshireeast.gov.uk	Cadent will consult with a wide range of stakeholders as part of its second consultation, including ward members representing affected communities, defined as wider stakeholders. This will include both ward members highlighted by Cheshire East Council.
CEC4	We note that the locations for Information Points do not include any libraries within Cheshire East in proximity to the route of the scheme. We would recommend these of Knutsford Library.	Cadent will include Knutsford Library as an information point for the statutory consultation.

Request Ref	Request	Project Response (2022)
St Helens Borough Council		
SHC1	Individuals / organisations who made comments in response to the Stage One Consultation should also be notified of the consultation, even where they are not located within the consultation zone. The fact they have made the effort to make a consultation response at the first stage indicates they have an interest in the Project, so they should be kept informed and engaged, along with everyone else in the consultation zone.	The individuals / organisations who provided feedback at the Stage One Consultation will be notified of the statutory consultation where such respondents provided their contact details and consented to being contacted regarding updates to the Project. This facility was included at the first stage of consultation to allow the Project to keep respondents up to date as it developed
SHC2	The in-person consultation events should also include Chester Lane Community Centre Library and Thatto Heath Library. They are relevant venues given the route of the proposed Project. If booked in an appropriate timescale, these locations should be available.	Cadent is not proposing to hold further in-person events in the St Helens Borough Council area in addition to those already defined because there are a number of ways in which people can participate in the consultation. All information will be available on the Project website and a phoneline (9-5, Mon-Fri) and email address will be available for people to contact the Project team. The Project website will include a virtual exhibition room, set up like an in-person event. Cadent has reviewed the venues suggested by St Helens Borough Council and considers Thatto Heath Library to be a more suitable venue to the one initially identified (World of Glass), as it is closer to residential properties in proximity to the proposed pipeline route. It is also noted that only a small number of attendees visited the World of Glass event. Cadent will therefore explore using this as the venue for its statutory consultation event.
SHC3	The information points should also include Chester Lane Community Centre Library and Thatto Heath Library	Cadent will include Thatto Heath Library and Chester Lane Community Centre Library as information points.

Request Ref	Request	Project Response (2022)
SHC4	Press releases should also include industry media, for the wider area, ie. Place North West.	A press release will be issued to Place North West.
SHC5	Press advertisements and releases (and any other activities including publications) must include the St Helens Star.	A press advert will be placed in the St Helens Star and they will receive a press release.
SHC6	the launch of consultation to ask what additional activities may be required to reach individuals and groups in need of additional support may not be effective in giving those individuals and organisations sufficient time to engage meaningfully by the time such activities are planned and have been run. Emails to the 'gatekeeper organisations' should be sent in advance of the launch of consultation to give sufficient time for needs to be understood and planned in properly.	Emails to the gatekeeper organisations will be sent four weeks in advance of the launch of consultations to give sufficient time for these organisations to reach individuals and groups, and to define additional support required.
SHC7	Appendix A (Project Preliminary Order Limits) - should be provided in sections to aid understanding of project impact and include identifying features, ie. road names, landmarks etc. It should also include the search areas for the above ground assets.	The Preliminary Red Line Boundary (also referred to as the Preliminary Order Limits) will be included in plans presented in the consultation materials provided during the statutory consultation in sections as suggested. The materials will include the Preliminary Environmental Information Report, which will have a number of plans illustrating the location of the Project relative to local and environmental interest features.
SHC8	Appendix B (Consultation Zone) – same comments as above (for Appendix A)	The purpose of the Consultation Zone Plan is to illustrate the general location of the Project relative to the consultation activities set out in the SoCC. The consultation materials will provide more detailed plans illustrating the Project (see response above).

Request Ref	Request	Project Response (2022)
SHC9	Appendix C (Local & Special Interest Groups) – should include Bold Parish Council, Rainhill Parish Council, Mersey Forest, Forestry England, St Helens Chamber, Liverpool City Region Combined Authority, Liverpool City Region Local Enterprise Partnership (where these are not picked up under other consultee types)	Bold Parish Council, Rainhill Parish Council and Forestry Commission are prescribed consultees within the Planning Act 2008 process and will be consulted as part of the statutory consultation. The Mersey Forest, St Helens Chamber, the Liverpool City Region Combined Authority and the Liverpool City Region Local Enterprise Partnership will be defined as wider stakeholders and consulted as part of the statutory consultation.
SHC10	More generally, the Council should be kept informed of any planned consultation activities within the Borough, so information can be communicated internally, as and when required.	Notification of the launch of the statutory consultation will be issued by email to the Council. The statutory consultation will be carried out in accordance with the approach set out in the final published SoCC.
Trafford Council		
TC1	The main concern is that the statutory consultation zone is particularly tight to the route line on the east side throughout Trafford and to the north and south around Partington. Are you able to look at extending this zone and could this be agreement with a consultation map drawn up with Trafford Council?	In response to the feedback received, Cadent is proposing to extend the Consultation Zone from 100m to 200m for the pipelines and other temporary works outside the initial consultation zone. This includes the construction compounds and their access points. No changes have been made to the Consultation Zone near Partington as the proposed pipeline route and HAGI are located over 500m from the outskirts of Partington, and the HAGI location is separated by the intervening railway line. However, we will look to complete a targeted poster campaign in the area. The definition of the Consultation Zone does not preclude those outside of the Zone from participating in the consultation, and the SoCC outlines a variety of ways in which the consultation will be advertised, both online and in print to raise

Request Ref	Request	Project Response (2022)
		awareness in the local community and encourage consultees to provide feedback. In addition to these measures, where an in-person consultation event venue is located outside of the Consultation Zone, posters advertising these events will be placed in the local area. This would include community notice boards and local shops.
TC2	In addition, we would advised that Trafford's adopted Statement of Community Involvement (attached) is followed wherever possible and the following groups are also directly consulted upon: • Carrington Parish Council - carringtonparishcouncil@gmail.com • Warburton Parish Council - warburtonparishcouncil@gmail.com • Dunham Massey Parish Council - dunhammasseypc@gmail.com • Partington Parish Council - info@partingtonparishcouncil.co.uk • Positive Partington (contact details to follow) • Trafford Cycle Forum - contact@traffordcycleforum.uk • Peak and Northern Footpaths Society - mail@pnfs.org.uk • Sale Civic Society - mail@pnfs.org.uk • Hale Civic Society - halecivicsociety@hotmail.com • Bowdon Conservation Group (contact details to follow)	Carrington Parish Council, Warburton Parish Council, Dunham Massey Parish Council and Partington Parish Council are prescribed consultees within the Planning Act 2008 process and will be consulted as part of the statutory consultation. The remaining organisations listed will be defined as wider stakeholders and consulted as part of the statutory consultation.

Appendix D Stakeholders Identified

Table D.1 Host local authorities

Host local authorities	
Cheshire East Council	St Helens Borough Council
Cheshire West and Chester Borough Council	Warrington Borough Council
Halton Borough Council	

Table D.2 Neighbouring local authorities

Neighbouring local authorities	
Derbyshire County Council	Salford City Council
Flintshire Council	Shropshire Council
High Peak Borough Council	Staffordshire County Council
Knowsley Metropolitan Borough Council	Staffordshire Moorlands District Council
Lancashire County Council	Stockport Metropolitan Borough Council
Liverpool City Council	**West Lancashire Borough Council**
Manchester City Council	Wigan Council
Newcastle Under Lyme Borough Council	Wrexham County Borough Council
Peak District National Park Authority	

Table D.3 Members of Parliament

Member of Parliament	Constituency
Samantha Dixon MP	Chester North and Neston
Justin Madders MP	Ellesmere Port and Bromborough
Mike Amesbury MP	Weaver Vale

Member of Parliament	Constituency
Rt Hon Esther McVey MP	Tatton
Sarah Hall MP	Warrington South
Connor Rand MP	Altrincham and Sale West
Andrew Western MP	Stretford and Urmston
Marie Rimmer MP	St Helens and Whiston
ED Miliband MP	Minister of State (Minister for energy security and net zero)

Table D.4 Ward Councillors

Ward Councillor	Council
Cllr Marc Asquith	Cheshire East Council
Cllr Kate Parkinson	Cheshire East Council
Cllr Lynn Gibbon	Cheshire West and Chester Council
Cllr Phil Marshall	Cheshire West and Chester Council
Cllr Norman Wright	Cheshire West and Chester Council
Cllr Chris Basey	Cheshire West and Chester Council
Cllr Lynn Riley	Cheshire West and Chester Council
Cllr Paul Bowers	Cheshire West and Chester Council
Cllr Graham Heatley	Cheshire West and Chester Council
Cllr Margaret Parker	Cheshire West and Chester Council
Cllr Gillian Edwards	Cheshire West and Chester Council
Cllr Charles Fifield	Cheshire West and Chester Council
Cllr Paul Williams	Cheshire West and Chester Council
Cllr Mike Baynham	Cheshire West and Chester Council
Cllr Tommy Blackmore	Cheshire West and Chester Council
Cllr Gina Lewis	Cheshire West and Chester Council
Cllr Elton Watson	Cheshire West and Chester Council

Ward Councillor	Council
Cllr Helen Weltman	Cheshire West and Chester Council
Cllr Mark Stocks	Cheshire West and Chester Council
Cllr Phil Herbert	Cheshire West and Chester Council
Cllr Patricia Parkes	Cheshire West and Chester Council
Cllr Andrew Cooper	Cheshire West and Chester Council
Cllr Helen Treeby	Cheshire West and Chester Council
Cllr Kate Cernik	Cheshire West and Chester Council
Cllr Robert Cernik	Cheshire West and Chester Council
Cllr Sam Naylor	Cheshire West and Chester Council
Cllr John Bradshaw	Halton Borough Council
Cllr Marjorie Bradshaw	Halton Borough Council
Cllr Sian Davidson	Halton Borough Council
Cllr Eddie Jones	Halton Borough Council
Cllr Ged Philbin	Halton Borough Council
Cllr Angela Teeling	Halton Borough Council
Cllr Victoria Begg	Halton Borough Council
Cllr Rosie Leck	Halton Borough Council
Cllr Norman Plumpton Walsh	Halton Borough Council
Cllr Richard McCauley	St Helens Borough Council
Cllr Nova Charlton	St Helens Borough Council
Cllr Robyn Hattersley	St Helens Borough Council
Cllr David Hawley	St Helens Borough Council
Cllr Allen Makin	St Helens Borough Council
Cllr Glen Richards	St Helens Borough Council
Cllr Donna Greaves	St Helens Borough Council
Cllr Kate Stevenson	St Helens Borough Council
Cllr James Tasker	St Helens Borough Council

Ward Councillor	Council
Cllr Shengke Zhi	Trafford Council
Cllr Mussadak Mirza	Trafford Council
Cllr Michael Whetton	Trafford Council
Cllr Adele New	Trafford Council
Cllr Aidan Williams	Trafford Council
Cllr James Alexander Wright	Trafford Council
Cllr Geoff Fellows	Warrington Borough Council
Cllr Andy Heaver	Warrington Borough Council
Cllr Craig Lenihan	Warrington Borough Council
Cllr Amanda King	Warrington Borough Council
Cllr Phil Jones	Warrington Borough Council
Cllr Mo Hussain	Warrington Borough Council
Cllr Steve Parish	Warrington Borough Council
Cllr Ryan Bate	Warrington Borough Council
Cllr Mike Biggin	Warrington Borough Council
Cllr Bob Barr OBE	Warrington Borough Council
Cllr Wendy Johnston	Warrington Borough Council
Cllr Ian Marks OBE	Warrington Borough Council
Cllr Sarah Hall	Warrington Borough Council
Cllr Tom Jennings	Warrington Borough Council
Cllr Steve Wright	Warrington Borough Council
Cllr Maureen McLaughlin	Warrington Borough Council
Cllr Les Morgan	Warrington Borough Council
Cllr Karen Mundry	Warrington Borough Council
Cllr Hans Mundry	Warrington Borough Council

Table D.5 Local bodies and technical consultees

Local bodies and technical consultees	
British Horse Society	Natural England
Canal & River Trust	Network Rail
Cheshire Fire and Rescue Service	NHS Cheshire CCG
Cheshire and Warrington LEP	NHS England & NHS Improvement - North West
Cheshire Wildlife Trust	NHS Halton CCG
The Coal Authority	NHS St Helens CCG
The Crown Estate Commissioners	NHS Warrington CCG
The Environment Agency	North West Business Leadership Team
The Equality and Human Rights Commission	Office of the Police & Crime Commissioner for Cheshire
The Forestry Commission	Office of the Police & Crime Commissioner for Merseyside
Greater Manchester Fire & Rescue	Ramblers Association
The Health and Safety Executive (HSE)	Scottish Power Energy Networks
The Historic Buildings and Monuments Commission for England (Historic England)	The Water Services Regulation Authority (Ofwat)
Homes England	Transport for Greater Manchester
HS2 Limited (Phase 2b)	Transport for the North
Merseyside Fire & Rescue	United Utilities
National Grid	Wildlife Trust for Lancashire, Manchester and South Merseyside
National Highways	

Table D6: Prescribed consultees

Prescribed Consultees	
Acton Bridge Parish Council	Merseyside Police
Agden Parish Meeting	Merseyside Police and Crime Commissioner
Allstock Parish Council	MerseyTravel (Passenger Support Executive)
Anderton with Marbury Parish Council	Millington and Rostherne Parish Council
Antrobus Parish Council	Ministry of Defence
Appleton Parish Council	Moore Parish Council
Association of Inland Navigation Authorities (AINA)	Moulton Parish Council
Aston by Budworth PC	National Highways
Aston Parish Meeting	National Highways Historical Railways Estate
Barnton Parish Council	Natural England
Bold Parish Council	NHS Cheshire and Merseyside Integrated Care Board- Cheshire East
Byley Parish Meeting	NHS Cheshire and Merseyside Integrated Care Board- Cheshire West
Carrington Parish Council	NHS Cheshire and Merseyside Integrated Care Board- Halton
Cheshire Constabulary	NHS Cheshire and Merseyside Integrated Care Board- St Helens
Cheshire East Council	NHS Cheshire and Merseyside Integrated Care Board- Warrington
Cheshire Fire and Rescue Service	NHS England
Cheshire West and Chester Council	North West Ambulance Service NHS Trust
Comberbach Parish Council	Northwich Town Council
Crowton Parish Council	Office for Rail and Road
Cuddington Parish Council	Partington Parish Council
Daresbury Parish Council	Peel Ports Trustees Limited (06629653)

Prescribed Consultees

Davenham and Bostock Parish Council	Penketh Parish Council
Department for Digital, Culture, Media and Sport	Pickmere Parish Council
Design Council	Plumley with Toft and Bexton Parish Council
Disabled Transport Advisory Committee	Police and Crime Commissioner for Cheshire
Dunham Massey Parish Council	Preston Brook Parish Council
Dunham on the Hill and Hapsford	Rainhill Parish Council
Dutton Parish Council	Royal National Lifeboat Institution (RNLI)
Elton Parish Council	Sport England
Frodsham Town Council	St Helens Borough Council
Grappenhall and Thelwall Parish Council	Stockton Heath Parish Council
Great Budworth Parish Council	Stretton Parish Council
Great Sankey Parish Council	Sutton Weaver Parish Council
Greater Manchester Combined Authority	Tabley Parish Council
Greater Manchester Fire and Rescue	The Canal and River Trust
Greater Manchester Integrated Care Board	The Canal and River Trust - North West
Greater Manchester Police	The Coal Authority
Greater Manchester Police and Crime Commissioner	The Commission for Sustainable Communities
Halton Borough Council	The Crown Estate
Hartford Parish Council	The Environment Agency
Hatton Parish Council	The Equality and Human Rights Commission- Manchester
Health and Safety Executive	The Forestry Commission- Forestry England- North

Prescribed Consultees	
Helsby Parish Council	The Joint Nature Conservation Committee - Peterborough Office
High Legh Parish Council	The Maritime and Coastguard Agency-Liverpool
Historic England	The Office for Nuclear Regulation (the ONR)
Homes England	The Secretary of State for Transport
Ince Parish Council	Thornton-le-Moor & Thornton-le-Street Parish Council
Kingsley Parish Council	Trafford Council
Lach Dennis and Lostock Green Parish Council	Transport for Greater Manchester (Passenger Transport Executive)
Little Bollington Parish Meeting	Transport for the North
Little Bollington with Agden Community Council	Trinity House
Little Leigh Parish Council	UK Health Security Agency
Liverpool City Region Combined Authority	Walton Parish Council
Lostock Gralam	Warburton Parish Council
Lower Peover Parish Council	Warrington Borough Council
Lymm Parish Council	Weaverham Parish Council
Marine Management Organisation	Whitegate and Marton Parish Council
Marine Management Organisation - Preston office	Whitley Parish Council
Marston Parish Council	Wincham Parish Council
Merseyside Fire and Rescue Service	Winsford Town Council

Table D.7 S42 Organisations

S42 Organisations	
Acton Bridge Parish Council	Merseyside Fire and Rescue Service
Agden Parish Meeting	Merseyside Police
Allstock Parish Council	Merseyside Police and Crime Commissioner
Anderton with Marbury Parish Council	MerseyTravel (Passenger Support Executive)
Antrobus Parish Council	Millington and Rostherne Parish Council
Appleton Parish Council	Ministry of Defence
Association of Inland Navigation Authorities (AINA)	Moore Parish Council
Aston by Budworth PC	Moulton Parish Council
Aston Parish Meeting	Mua Gas Limited
Barnton Parish Council	Murphy Gas Networks Ltd (Dissolved)
Bold Parish Council	Murphy Power Distribution Limited
Byley Parish Meeting	NAT En-Route Safeguarding
Carrington Parish Council	National Grid Electricity System Operator Limited
Carrington Power Limited	National Grid Electricity Transmission Plc
Cheshire Brine Subsidence Compensation Board	National Grid Gas Plc
Cheshire Constabulary	National Highways
Cheshire East Council	National Highways Historical Railways Estate
Cheshire Fire and Rescue Service	Natural England
Cheshire West and Chester Council	Network Rail- Asset protection North West
Civil Aviation Authority	Network Rail Infrastructure Ltd
Comberbach Parish Council	NHS Cheshire and Merseyside Integrated Care Board- Cheshire East
Crowton Parish Council	NHS Cheshire and Merseyside Integrated Care Board- Cheshire West

S42 Organisations	
Cuddington Parish Council	NHS Cheshire and Merseyside Integrated Care Board- Halton
Daresbury Parish Council	NHS Cheshire and Merseyside Integrated Care Board- St Helens
Davenham and Bostock Parish Council	NHS Cheshire and Merseyside Integrated Care Board- Warrington
Department for Digital, Culture, Media and Sport	NHS England
Design Council	North West Ambulance Service NHS Trust
Disabled Transport Avisory Committee	Northern Gas Networks Limited
Dunham Massey Parish Council	Northwich Town Council
Dunham on the Hill and Hapsford	Office for Rail and Road
Dutton Parish Council	Ofgem
Eclipse Power Network Limited	OfWat
Electricity North West Limited	Optimal Power Networks Limited
Elton Parish Council	Partington Parish Council
Energy Assets Networks Limited	Peel Ports Trustees Limited (06629653)
Energy Assets Pipelines Limited	Penketh Parish Council
ES Pipelines Ltd	Pickmere Parish Council
ESP Connections Ltd	Plumley with Toft and Bexton Parish Council
ESP Electricity Limited	Police and Crime Commissioner for Cheshire
ESP Networks Ltd	Preston Brook Parish Council
ESP Pipelines Ltd	Quadrant Pipelines Limited
Forbury Assets Ltd (now Optimal Power Networks Limited)	Rainhill Parish Council
Frodsham Town Council	Royal Mail Group
Fulcrum Electricity Assets Limited	Royal National Lifeboat Institution (RNLI)
Fulcrum Pipelines Limited	Scotland Gas Networks Plc

S42 Organisations	
Grappenhall and Thelwall Parish Council	Southern Gas Networks Plc
Great Budworth Parish Council	SP Manweb Plc
Great Sankey Parish Council	Sport England
Greater Manchester Combined Authority	Squire Energy Ltd
Greater Manchester Fire and Rescue	SSE Thermal
Greater Manchester Integrated Care Board	St Helens Borough Council
Greater Manchester Police	Stark Group
Greater Manchester Police and Crime Commissioner	Stockton Heath Parish Council
GTC Pipelines Limited	Stretton Parish Council
Halton Borough Council	Sutton Weaver Parish Council
Harlaxon Energy Networks Limited	Tabley Parish Council
Harlaxon Gas Networks Limited	The Canal and River Trust
Hartford Parish Council	The Canal and River Trust - North West
Hatton Parish Council	The Coal Authority
Health and Safety Executive	The Commission for Sustainable Communities
Helsby Parish Council	The Crown Estate
High Legh Parish Council	The Electricity Network Company Limited
Historic England	The Environment Agency
Homes England	The Equality and Human Rights Commission- Manchester
Ince Parish Council	The Forestry Commission- Forestry England- North
Independent Pipelines Limited	The Joint Nature Conservation Committee - Peterborough Office
Independent Power Networks Limited	The Maritime and Coastguard Agency- Liverpool

S42 Organisations	
Indigo Pipelines Limited (Indigo Networks)	The Office for Nuclear Regulation (the ONR)
Indigo Power Limited	The Secretary of State for Transport
INOVYN Enterprises Limited	Thornton-le-Moor & Thornton-le-Street Parish Council
Intergen	Trafford Council
Kingsley Parish Council	Transport for Greater Manchester (Passenger Transport Executive)
Lach Dennis and Lostock Green Parish Council	Transport for the North
Last Mile Asset Management Ltd	Trinity House
Last Mile Electricity Limited	UK Health Security Agency
Last Mile Gas Ltd	UK Power Distribution Limited
Leep Electricity Networks Limited	United Utilities
Leep Gas Networks Limited (Leep Utilities)	Utility Assets Limited
Little Bollington Parish Meeting	Vattenfall IDNO
Little Bollington with Agden Community Council	Vattenfall Networks Ltd
Little Leigh Parish Council	Wales & West Utilities Limited
Liverpool City Region Combined Authority	Walton Parish Council
Lostock Gralam	Warburton Parish Council
Lower Peover Parish Council	Warrington Borough Council
Lymm Parish Council	Weaverham Parish Council
Marine Management Organisation	Whitegate and Marton Parish Council
Marine Management Organisation - Preston office	Whitley Parish Council
Mersey Reactive Power Limited	

Table D.8 Gatekeeper organisations

Gatekeeper organisations	
Age UK Mid Mersey Hubs	Merseyside Polonia
Age UK Trafford	Mission in the Economy
Baobab Brightlife Cheshire: By Older People for Older People	National Autistic Society - Cheshire
Buzz Youth Activity Group	O.C.E.A.N - Organising and Caring for Ethic and All Nations (Cheshire)
Caring Connections	OLCOTWISH C.I.C (Café Laziz)
ChAPS	Park Farm Community Centre
CHAWREC- Cheshire race and equality centre	Person Shaped Support (St Helens)
Cheshire Community Foundation	Refugee Action
Cheshire East Learning Disabilities Partnership Board	RNIB North West
Cheshire West Community Access Team	SEND youth club for young people with disabilities
Cheshire West Specialist Learning Disability Service	Space4Autism
Children in Care Council – Warrington	St Helens Council - 'Day Opportunities'
Community Integrated Care – Widnes	St Helens Council - 'The Visual Impairment Team'
Cross Roads Together Young Carers Forum	St Helens Youth Council
CWAC - The Early Help Schools and Partnership Team	SUSO

Gatekeeper organisations	
CWAC - Young People's Service	The ADHD Foundation
Deafness Resource Centre	The Cheshire East Local Offer
DM Disabled People's Panel	The SEND team
FitzRoy Trafford	The Unity Centre
Friends, families and travellers	The Welcome - Connected Communities Centre
Fusion Inclusion	Trafford Deaf Partnership
Gypsy Traveller Liaison Officer	Trafford Sensory Services Team for Adults
Halton Adults with learning disabilities support	Umbrella Halton
Halton Council - Post 16 Education and Training Team	Vee's Place
Halton Council -Community and Day Centres	Vesta
Halton OPEN	Warrington Community Living Domiciliary/ Supported Living Network
Halton Send Partnership	Warrington Joint Autism and Learning disability partnership
Halton Youth Cabinet	Warrington Speak Up
IMPACT Youth Council - Warrington	Warrington Voluntary Action
John Moores Foundation	Warrington Youth Club
Latchford Community Hub	WECA - Warrington Ethnic Community Association
Link Up Club	Welcome to SHADDA - the St Helens and District Dyslexia Association

Gatekeeper organisations	
MacIntyre Great Communities	Wishing Well Project
MALs Merseyside	YAZ (Youth Action Zone) St Helens
Merseyside - Learning disability community team	

Appendix E Statement of Community Consultation

HyNet North West Hydrogen Pipeline

Delivering clean growth

Cadent

Your Gas Network

Draft Statement of Community Consultation

June 2022

Revision 1
Volume 0001
Document ref. 0001

Glossary

Term	Description
BEIS	The Department for Business, Energy, and Industrial Strategy
DCO	Development Consent Order
DLUHC	Department for Levelling Up, Housing and Communities
EIA	Environmental Impact Assessment
PA 2008	The Planning Act 2008
PEIR	Preliminary Environment Information Report
PINS	The Planning Inspectorate
SoCC	Statement of Community Consultation
NPS	National Policy Statement
NSIP	Nationally Significant Infrastructure Project

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Appendix D Hard to Reach/Seldom Heard Groups

1. Introduction

1.1 Who is Cadent?

1.1.1 Cadent Gas Limited (hereafter referred to as 'Cadent') owns, operates, and maintains the gas distribution network serving 11 million homes and businesses throughout the North West, West Midlands, East Midlands, South Yorkshire, East of England and North London. In line with this role, Cadent is responsible for the following activities:

- Looking after the main gas pipe that supplies larger areas, as well as the smaller pipes branching off from it that takes gas to homes and businesses;
- Maintaining, repairing, and replacing gas pipes to ensure the safe and reliable flow of gas now and long into the future;
- Managing the National Gas Emergency Service for all gas customers in the UK. If something goes wrong, Cadent is the first point of call to make sure it is dealt with calmly, quickly and safely;
- Connecting homes and renewable gas suppliers to its network;
- Working with local businesses to expand and develop its network; and,
- Providing extra care for those who might need it in a gas emergency.

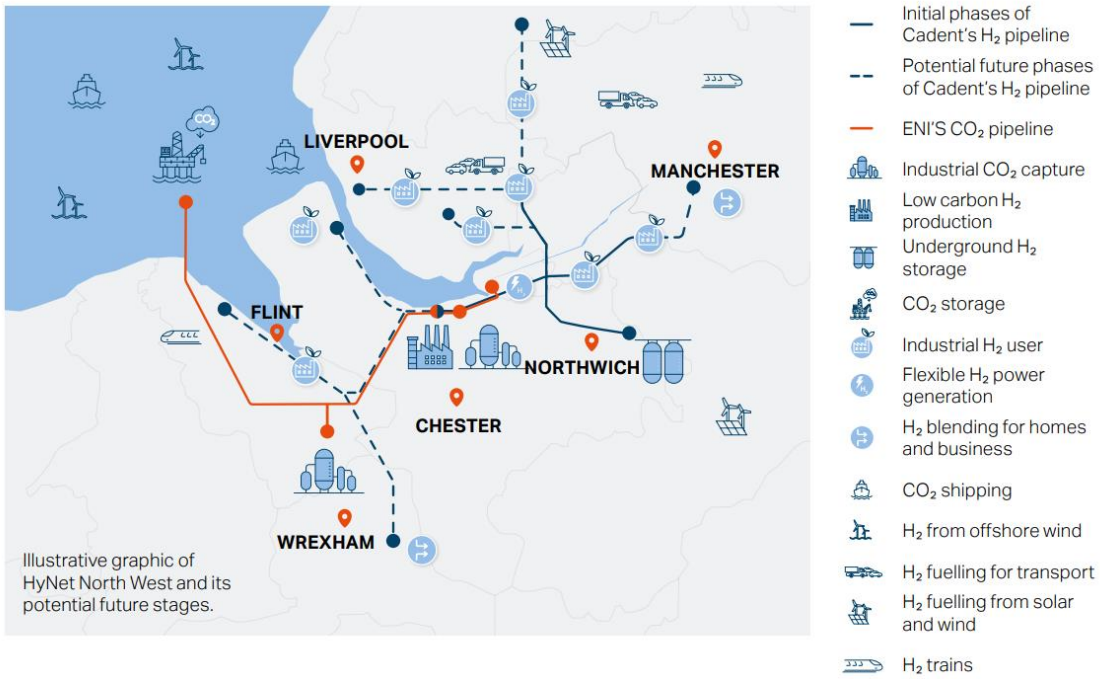
1.1.2 Cadent does not produce gas and does not own the gas that flows through its pipes. It is solely responsible for its transportation and distribution.

1.2 Background to the Project

1.2.1 The HyNet North West Hydrogen Pipeline (the Project) aims to deliver hydrogen to multiple industrial users and power generators in the North West. It will also take hydrogen to gas blending points for introduction into the existing gas network, along with connecting to associated hydrogen storage facilities to help balance the supply and demand on the pipeline. The Project Red Line Boundary can be viewed on the map provided in **Appendix A**.

1.2.2 The Project forms part of the wider HyNet North West decarbonisation project (see **Figure 1.1**) which includes other elements, including a carbon dioxide pipeline, a hydrogen production facility and underground hydrogen storage. These elements are subject to separate consents and applications, including a Development Consent Order (DCO) for a CO_2 pipeline and are not being promoted by Cadent.

Figure 1.1 The wider HyNet North West programme and its potential future phases



1.2.3 Before an application for a DCO is made, Cadent is required to consult with those living in the vicinity of the land proposed for development (under Section 47 of the Planning Act 2008 (PA 2008)), key local authorities, persons with an interest in the land and prescribed statutory bodies, as well as publicising the proposed application (under Section 48 of the PA 2008). The purpose of this document is to describe the methodology for this consultation.

1.3 Purpose and Structure of this Statement of Community Consultation

1.3.1 It is important to Cadent that our communities (including hard to reach/seldom heard groups), the general public and other stakeholders are involved in the development of the Project. Public consultation helps us to gather feedback and identify key issues of concern, enabling us to address these and improve our proposals. This draft Statement of Community Consultation (SoCC) sets out how we intend to consult the public and local communities in the vicinity of the Project on our proposed DCO application. It sets out:

- Information and background on the project proposals;
- Details of the legal framework for consultation under the PA 2008;
- Our proposed approach to consultation (including Preliminary Environmental Information) such as when the consultation will be conducted, who will be consulted, where the consultation will take place and the methods that will be used; and,
- How we will gather feedback and use it to develop the Project.

1.3.2 This draft SoCC has been prepared in accordance with Section 47 of the PA 2008 in respect of how we will consult persons living in the vicinity of the land. It explains how Cadent will consult the local community on the proposed DCO application. Amongst other matters this document sets out:

- When and where the consultation will be held;
- The information that will be made available during that consultation;
- Who will be consulted; and,
- How the community will be consulted.

1.3.3 This SoCC has been prepared with reference to guidance by the Government, PINS advice notes and each local planning authorities' Statement of Community Involvement (SCI).

1.4 Local Planning Authorities

1.4.1 The Project will be located within the administrative boundary of the following local authorities that have land within the proposed DCO order limits (the "host authorities"):

- Cheshire East Council;
- Cheshire West and Chester Council;
- Halton Borough Council;
- St Helens Borough Council;
- Trafford Council; and
- Warrington Borough Council.

1.4.2 Section 47(2) of the Act provides that before preparing the SoCC, Cadent must consult each host authority about what is to be included within the SoCC. In accordance with the Act, each host authority should be consulted as part of the development of the SoCC and their views taken into consideration as part of a 28-day consultation period.

1.5 Marine Management Organisation

1.5.1 Section 4.10 of the Overarching National Policy Statement for Energy (EN-1) outlines that the Marine Management Organisation (MMO) should be consulted to ensure that their requirements for licenses are met with regard to impacts upon the marine environment.

1.5.2 A pipeline spur is required on the North Corridor, near to Micklehead Green (south of St Helens). This will connect to the pipeline network via the Clock Face and Burtonwood HAGI Search Areas, which may include a crossing of the River Mersey, where it is located within the MMO's jurisdiction.

1.5.3 As the Proposed Development could therefore affect a marine area, a marine license could be required and included in the DCO. Cadent will consult with the MMO as part of the Stage Two Consultation.

2. The Project

2.1 The Project

2.1.1 Cadent intends to make an application to the Secretary of State for a DCO for a hydrogen pipeline network and associated infrastructure. This will safely transport low carbon hydrogen, primarily produced at Essar's Stanlow Manufacturing Complex near Ellesmere Port to various industrial organisations. Cadent is in active discussions with other green hydrogen producers, in proximity to Essar, in relation to transporting additional hydrogen gas. Infrastructure to support such additional source would be considered outside the Project described and associated DCO.

2.1.2 The intention is for the Pipeline to also transport hydrogen to blending stations in Warburton and Partington (near Manchester) where it will be blended into the existing gas network to heat homes and businesses. The Project will also link to underground hydrogen storage facilities in Cheshire that will be used to balance supply and demand.

2.1.3 The Project is expected to comprise the following elements:

- The construction, operation and maintenance of approximately 125 kilometres (approximately 77 miles) of new pipeline to distribute hydrogen;
- Smaller pipelines (spurs) branching off from the main pipeline route to provide connections to specific industrial users in the region, identified as part of the Project;
- Ten Hydrogen Above Ground Installations (HAGIs) and two Block Valve Installations (BVIs) required to control the flow and pressure of hydrogen at key points along the proposed pipeline. (Our proposals at consultation will include a number of location options for this infrastructure);
- Measures for avoiding, minimising and/or mitigating adverse environmental effects likely to arise in connection with the construction and operation of the Project;
- Other related works, for example, temporary access roads, highway works, temporary works compounds, work sites and ancillary works; and
- Compulsory acquisition of land, including interests in land, rights over land and imposition of restrictions, powers to override, suspend or extinguish rights over land and powers for the temporary use of land.

2.1.4 In some locations options have been identified for the routing of the pipeline and/or the location of the HAGIs/BVIs. These typically comprise areas where constraints are present such as river or major road crossings. The preferred route and alternative options will be made clear on the consultation plans.

2.1.5 The proposed pipelines would vary in diameter between approximately six inches and 42 inches dependent on which route or spur they are on. Two main types of pipeline materials are expected to be used, Carbon Steel (CS) and Polyethylene

(PE). The Pipeline would be buried along the entire route apart from at locations where HAGIs and BVIs are required.

2.1.6 The preferred pipeline route will be subject to review and potential modification following stakeholder engagement, consultation, engineering and environment assessment, further design development and survey work.

3. The Planning Process

3.1 Development Consent Order

3.1.1 Cadent is a gas transporter for the purposes of the PA 2008. As the Project will comprise the construction of a pipeline by a gas transporter our proposals will be classified as a Nationally Significant Infrastructure Project (NSIP) under Part 14(1)(f) of the PA 2008 or will be directed to be of national significance by the Secretary of State for the Department of Business, Energy and Industrial Strategy (BEIS) pursuant to section 35 of the PA 2008. A DCO granted by the Secretary of State for BEIS is therefore required to authorise construction and operation of the Project.

3.1.2 Before a DCO application is submitted, the proposed application must be consulted on and publicised in accordance with specific requirements contained in Sections 42 to 50 of the PA 2008, and as informed by the "Planning Act 2008: guidance on the pre-application process", published by the Department for Communities and Local Government (2015) (the DCLG Guidance).

3.1.3 After the DCO application has been submitted, the Planning Inspectorate (PINS), will decide on behalf of the Secretary of State for BEIS, if it can be accepted for examination. As part of this decision-making process, consideration will be given to any responses provided by local planning authorities on the adequacy of consultation undertaken by Cadent.

3.1.4 If accepted, PINS will examine the application on behalf of the Secretary of State for BEIS via a specially appointed Examining Authority. Following the Examination, the Examining Authority will make a written recommendation to the Secretary of State for BEIS, who will then decide whether or not to make the DCO.

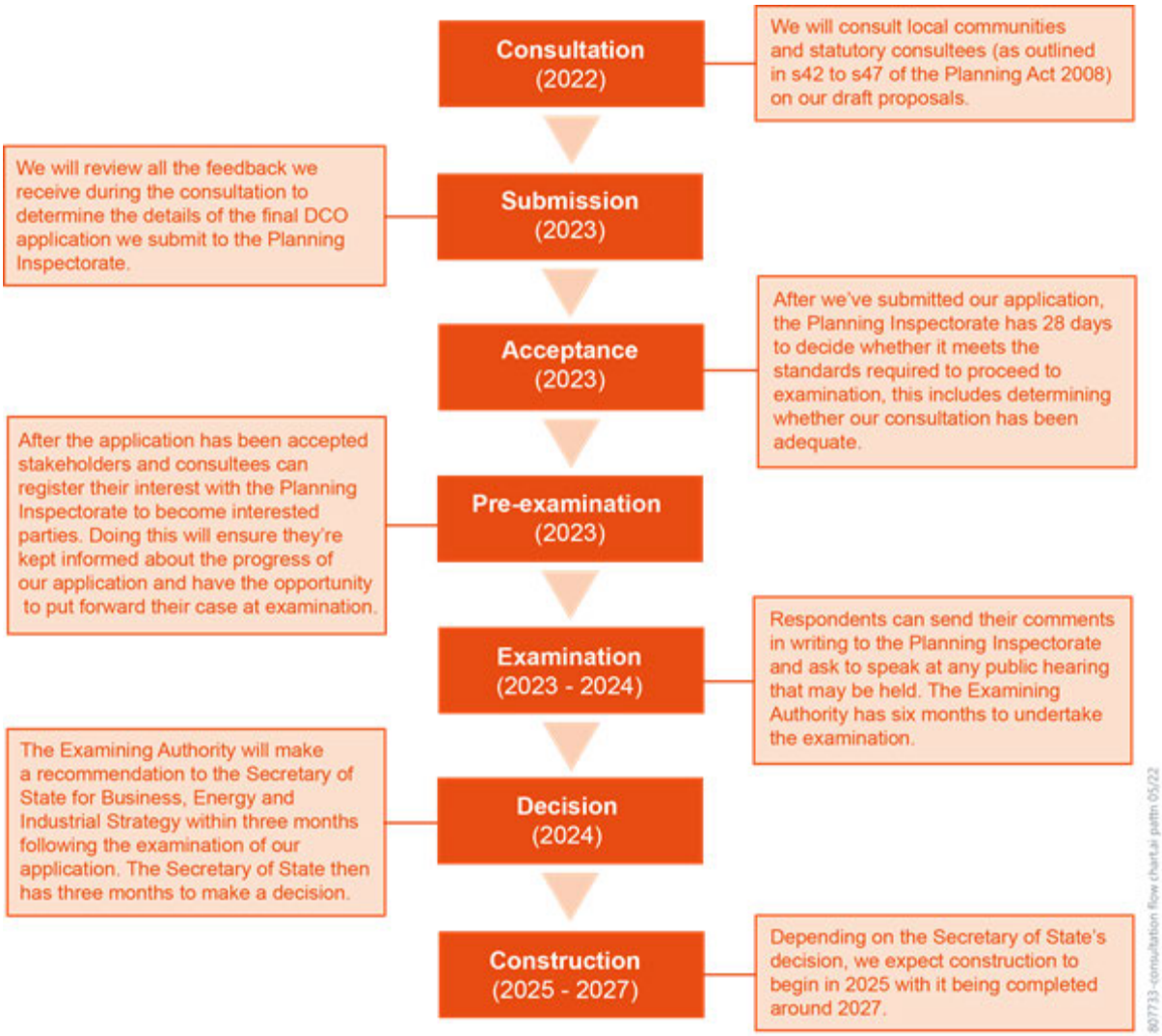
3.1.5 The DCO application will be decided in accordance with the Energy National Policy Statements (NPS) (which, at the time of publication, are EN-1 and EN-4), except in certain limited circumstances set out in Subsections 104(4) to (8) of PA 2008. The relevant NPSs set out the Government's objectives and policies for energy-related nationally significant projects. Further information about these is available online[1].

3.1.6 Non-statutory consultation (Stage One Consultation) was undertaken between 26 January 2022 and 11 March 2022.

3.1.7 More details regarding the DCO process and Cadent's proposed timescales for the Project are set out at **Figure 3.1** below. Further information on the DCO process can be found on the National Infrastructure Planning website[2] or by telephone on 0303 444 5000.

[1] https://www.gov.uk/government/publications/national-policy-statements-for-energy-infrastructure
[2] https://infrastructure.planninginspectorate.gov.uk

Figure 3.1 Project timeline



3.2 Environmental Information

3.2.1 The Project is classified as an 'Environmental Impact Assessment (EIA) development' as defined by the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (the '2017 EIA Regs'). This is because it falls within the provisions of Schedule 1(16)(a) as the pipeline for transporting hydrogen will have a diameter of more than 800 millimetres and a length of more than 40km.

3.2.2 A Scoping Report and request for an EIA Scoping Opinion was submitted to the Planning Inspectorate on 26th January 2022 and a Scoping Opinion was received on 8th March 2022. An EIA is being undertaken to ensure the likely significant effects of the Project are understood and that the appropriate mitigation of those effects is put in place. The results of the EIA will be set out in an Environmental Statement that will accompany the DCO application.

3.2.3 In accordance with the requirements in Regulation 12 of the 2017 EIA Regs, the preliminary results of the EIA will be presented in a 'Preliminary Environmental Information Report' (PEIR) during our statutory Stage Two Consultation on the

proposed application. We will publicise and consult on the PEIR and will be seeking comments on the information contained in it through the approaches set out in Section 4 of this SoCC.

3.3 Legal Requirement to Consult

3.3.1 Sections 42 to 50 of the PA 2008 set out the requirements for statutory pre-application consultation in relation to a proposed application for a DCO.

3.3.2 Under the PA 2008, and as set out in the Infrastructure Planning (Applications: Prescribed Forms and Procedures) Regulations 2009 (2009 Regulations), Cadent is required to consult the following organisations and individuals about the proposed application:

- Prescribed statutory consultees (as set out in Schedule 1 of the 2009 Regulations);
- Each local authority in whose area the Project is located and their neighbouring local authorities (as determined in accordance with Section 43 of the PA 2008);
- Owners, occupiers and others with an interest in the land on which the Project is located (being Category 1 and Category 2 persons under Section 44 of the PA 2008);
- Owners and occupiers of land who Cadent considers would or might be entitled to make certain types of land compensation claim as a result of the implementation of the DCO (being Category 3 persons determined in accordance with Section 44 (4) to (6) of the PA 2008); and
- Local communities in the vicinity of the Project.

3.3.3 Section 47 of the PA 2008 requires Cadent to prepare a statement in the form of a SoCC setting out how it proposes to consult local communities in the vicinity of the Project about the proposed DCO application.

3.3.4 This draft SoCC has been prepared for the purposes of the Stage Two Consultation in accordance with the requirements of the PA 2008 and taking account of the Department for Levelling Up, Homes and Communities (DLUHC) guidance (as required by Section 50 of the PA 2008) and best practice.

3.3.5 Under Section 47 of the PA 2008 we are required to consult on the contents of the draft SoCC with host local authorities, i.e. local planning authorities, for the area within which the land for the Project is located.

3.3.6 Cadent is legally obliged to take account of the feedback received in relation to consultation on the draft SoCC prior to finalising and adopting the SoCC. The Stage Two Consultation must then be carried out in accordance with the proposals in the adopted SoCC.

3.3.7 The SoCC must be made available for inspection by the public in a convenient manner for people living in the vicinity of the Project.[3] We are also required to publish a notice in a local newspaper which states where the SoCC may be inspected.

3.3.8 Section 48 of the PA 2008 requires the proposed application for development consent to be publicised in local and national newspapers and for Cadent to invite responses on the proposals. We are publishing the notice of the proposed application at the same time as undertaking our statutory consultation with local planning authorities, statutory consultees, owners and occupiers of land and the general public in respect of the Project.

3.3.9 Section 49 of the PA 2008 requires Cadent to have regard to the responses to consultation and publicity when deciding on the form and content of its application for the Project. Details of the regard given to consultation feedback will be presented in the Consultation Report, which accompanies the DCO application.

[3] In line with changes to certain publicity requirements introduced by the Infrastructure Planning (Publication and Notification of Applications etc.). (Amendment) Regulations 2020, the SoCC will be made available for inspection online on the Project website.

4. Our Approach to Consultation

4.1 Purpose and Objectives

4.1.1 It is important to Cadent that our communities, the general public and other stakeholders continue to be involved in the development of the Project. Public consultation helps us to gather feedback and identify key issues of concern, enabling us to address these and improve our proposals. Public engagement will continue into the construction phase so that we can ensure communities are informed of our activities.

4.1.2 Our objectives for the Stage Two Consultation are to:

- Raise awareness about the Project and provide the community and other stakeholders with the opportunity to understand, comment on and influence the proposals, including the proposed pipeline route;
- Provide clear and concise technical and non-technical information on the Project;
- Help local people understand the potential nature and local impact of the Project;
- Provide a range of opportunities for people to engage with the Project and provide comments and feedback; and,
- Ensure that comments and feedback have been taken into account in finalising the DCO application prior to its submission.

4.1.3 Given the scale and complexity of the Project and taking in to account best practice plus DCLG Guidance on pre-application consultation, we are undertaking a two-stage consultation.

- Stage One Consultation - Non-Statutory Consultation: The first non-statutory consultation (Stage One Consultation) on the emerging plans and preferred route corridors for the Project took place between 26 January 2022 and the 11 March 2022. The consultation was undertaken at a formative stage in the project development process, to provide consultees with an early opportunity to influence the proposals while options were still undergoing consideration.
- Stage Two Consultation - Statutory Consultation: The second stage of consultation will comprise the statutory consultation on our proposed application in accordance with the requirements of the PA 2008. This section of the SoCC outlines how we intend to carry out this consultation.

4.1.4 The Stage One Consultation has also informed the approach to the Stage Two Consultation.

4.2 When will the Stage Two Consultation take place?

4.2.1 The Stage Two Consultation will run for 43 days from Thursday 1 September 2022 to Friday 14 October 2022. This exceeds the statutory minimum period of 28 days for statutory consultation specified by the PA 2008.

4.2.2 All consultation responses should be received by 11.59pm on 14 October 2022. This deadline will be made clear on the literature and other documents relating to the consultation. Postal responses received after this date with a date stamp on or before 14 October 2022 will be accepted. We cannot guarantee that other responses received after this date will be taken into consideration.

4.2.3 We will closely monitor and consider government advice and guidance regarding the COVID-19 pandemic and social distancing, particularly in relation to public events and meetings. We will also be mindful of other external consultations taking place to minimise any potential confusion or consultation fatigue. A priority is ensuring that there is a clear definition of this project in relation to the wider HyNet programme.

4.3 Who will we Consult?

4.3.1 The Stage Two Consultation will be open to anyone that has a view that they wish us to consider (as has been the case for the Stage One Consultation).

4.3.2 A Consultation Zone (see **Appendix B**) has been developed based on the Project's initial Scoping Corridors and initial Red Line Boundary. Based on the initial Red Line Boundary we have considered where the Project may have a direct or indirect effect on communities in relation to its construction or operation. Where above ground installations (HAGIs and BVIs) are proposed, the Consultation Zone has been extended from the Red Line Boundary by 300 metres. For the pipeline and other temporary works, the Consultation Zone has been extended by 100 metres.

4.3.3 To ensure that all those consulted during the Stage One Consultation are notified of the Stage Two Consultation, and information relating to project changes, the Zone has been further extended to include the route corridors identified at the previous stage of consultation. Consultees in this area will have the opportunity to comment on the updated proposals.

4.3.4 Cadent recognises that there may be interest in the Project beyond the Consultation Zone. The Project will therefore be promoted digitally and in print, with press releases and advertising, via media outlets whose reach extends beyond the Consultation Zone. All information will also be available on the Project's website to all consultees who wish to visit, unrestricted by geographic location.

4.3.5 As outlined in Section 3 of this SoCC, at the same time as consulting the local community we will consult a wide range of statutory consultees on the Proposed Development, in accordance with Section 42 of the PA 2008. These include:

- Host and neighbouring local authorities;

- Prescribed consultees (such as Natural England and Environment Agency); and,
- People with an interest in land that might be affected by the proposals.

4.3.6 A copy of the Section 48 notice will also be sent to all "consultation bodies" in accordance with Regulation 13 of the EIA Regulations.

Local Community

4.3.7 We will undertake the Stage Two Consultation with the local community. This will include those living in the vicinity of the Project, businesses and non-residential properties near the proposals (see Section 4.4 of this SoCC). Cadent will also consult with local and special interest groups that may have an interest in the Project (see **Appendix C**).

4.3.8 We will design the consultation process and all associated materials and communications to be accessible and inclusive, enabling all sections of the community the opportunity to participate.

4.3.9 We understand that some individuals and groups in the community may be more challenging to reach and their views, therefore, harder to obtain. This understanding has underpinned our approach to consultation, including enquiring with these groups on additional activities that may be required. Further information on our approach to hard to reach/seldom heard groups is outlined in Section 4.5 of this SoCC.

Wider Stakeholders

4.3.10 In addition to consultees prescribed under sections 42, 44 and 47 of the PA 2008, we have identified a number of individuals and organisations with whom we will voluntarily consult. These include:

- Bodies and individuals who are not defined as prescribed consultees in Schedule 1 of the Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 (as amended). This includes local bodies and technical consultees such as local Wildlife Trust, the National Trust and the Royal Society for the Protection of Birds (RSPB): and
- Ward Councillors and MPs in relevant areas.

4.3.11 A proposed list of the wider stakeholders to be consulted will be continually reviewed alongside discussions with the local authorities with consideration of hard to reach/seldom-heard groups and consultation feedback. This is to ensure that anyone who requests to be included as a consultee has the same opportunity to provide feedback as those prescribed by legislation.

4.4 How will we Consult

4.4.1 Cadent will consult using a variety of methods, designed to allow people to engage with the Project in a way that suits them and to make providing feedback to the Stage Two Consultation as easy and accessible as possible.

Project postcard

4.4.2 At the start of the Stage Two Consultation, a postcard notifying consultees about the consultation and that our design has been updated will be issued to everyone in the Consultation Zone. This will provide a brief summary of the Project and details of the consultation, including how to provide feedback and where more information can be accessed.

Project website

4.4.3 The dedicated Project website (https://www.hynethydrogenpipeline.co.uk/) will continue to be the primary focal point to access information about the Project. It will be fully updated to include details of the Project and the Stage Two Consultation.

4.4.4 All information will be written in non-technical language, supplemented with visual materials, to help explain the Project. The website will make clear how people can take part in the consultation, including an interactive feedback map and online feedback form.

4.4.5 Following the close of the Stage Two Consultation, the website will continue to provide a library of documents that were available during the consultation but clearly indicate that the period to provide feedback has closed.

Consultation documents

4.4.6 For the Stage Two Consultation, we will provide documents, maps and plans to detail the nature and location of the Project. These documents will be designed to assist those who wish to comment on the Project, and will include:

- Consultation Brochure - This non-technical document will summarise the elements of the Project, including maps, along with information on its potential effects. It will also provide a clear description of how people can provide feedback into the consultation;
- Feedback Form – A feedback form will be provided for anyone wishing to respond, highlighting the specific matters we are seeking feedback on. The form will be capable of being completed by hand (and returnable using the ‘Freepost’ address) or online via the Project website; and
- Environmental assessments – This will comprise the Preliminary Environmental Information Report (PEIR) and supporting documentation which outline the assessments carried out to date, what we propose to construct and where, and the decisions made in developing our proposals.

4.4.7 All consultation documents will be available on the Project website from the start of the consultation period, with hard copies available on request from the Project team and provided for reference at in-person events.

4.4.8 Requests for hard copies of the technical documents will be considered on a case-by-case basis. To cover printing costs a reasonable copying charge may apply (up to a maximum of £150 for one full suite of documents) to be paid for by the

recipient. These can be requested using the contact details at the end of this SoCC.

In-person consultation events

4.4.9 We will hold eight consultation events in publicly accessible venues across the Project area. Events will take place at the venues set out in **Table 4.1** between 14 September 2022 and 22 September 2022. Events will take place from Monday to Saturday and will typically be four hours long. The venues that have been selected have taken reasonable steps to provide access for disabled people and are known to local communities in the vicinity of the Project. Many of the venues were utilised for the Stage One Consultation events. [The bookings of the community venues have yet to be finalised, however this will be completed before the final SoCC is published]

4.4.10 Members of the Project team will be available to answer questions about the proposals, assist with the interpretation of materials and provide guidance on the completion of feedback forms.

4.4.11 If government advice or local circumstances change as a result of the COVID-19 pandemic, and it is necessary to adjust the approach to public exhibitions, we will engage with the host local authorities to agree suitable alternative arrangements; such as further digital consultation events/activities.

Table 4.1 In-person consultation events

Exhibition Venue	*DRAFT Date and Time*	Address
High Legh Village Hall	Wednesday 14 September 2022 3:30pm to 7:30pm	West Lane, High Legh, Knutsford, Cheshire WA16 6LR
The Fuse ROC Centre	Wednesday 14 September 2022 10am to 1pm	Warburton Lane, Partington, Manchester M31 4BU
World of Glass	Thursday 15 September 2022 10am to 1pm	Chalon Way, St Helens WA10 1BX
Warrington Football Club	Thursday 15 September 2022 4pm to 8pm	Cantilever Park, Common Lane, Warrington, Cheshire WA4 2RS
The Milner Church Institute	Saturday 17 September 2022 10am to 1pm	Runcorn Road, Moore, Warrington, Cheshire, WA4 6TZ
Frodsham Community Centre	Tuesday 20 September 2022 4pm to 8pm	Fluin Lane, Frodsham WA6 7QN
Moulton Village Hall	Wednesday 21 September 2022 10am to 1pm	Main Road, Moulton, Northwich, CW9 8PL
Anderton Village Hall	Wednesday 21 September 2022 4pm to 8pm	New Road, Anderton, Northwich CW9 6AE

Exhibition Venue	*DRAFT Date and Time*	Address
Whitley Village Hall	Thursday 22 September 2022 4pm to 8pm	Village Lane, Higher Whitley, Warrington WA4 4EJ

4.4.12 If the need arises to cancel the use of consultation event locations due to the COVID 19 pandemic, all consultation materials will remain available on the project website.

Online virtual exhibition space and webinars

4.4.13 In addition to the in-person consultation events, we will provide a virtual exhibition space, accessed via the Project website. This will allow consultees to view and access the materials provided at the in-person exhibition events and submit their feedback.

4.4.14 To provide a further opportunity for those who may not be able to attend in person events but want to ask questions of the Project team, the Project will also hold two online webinars. Consultees will be able to register to attend on the Project website. These webinars will consist of a presentation from the Project team and an opportunity to ask members of the Project team questions.

Information points

4.4.15 During the consultation, hard copies of the Consultation Brochure and the PEIR Non-Technical Summary (NTS) will be available for inspection from the following publicly accessible locations:

Table 4.2 Information points

Information points	Address	Opening Times
Frodsham Library	Princeway, Frodsham, WA6 6RX	Monday to Friday: 9am to 6pm Saturday: 9:30am to 1pm Sunday: CLOSED
Grappenhall Library	Victoria Avenue, Grappenhall, Warrington WA4 2PE	Monday & Tuesday: 2pm to 6pm Wednesday: CLOSED Thursday & Saturday: 10am to 1pm Friday & Sunday: CLOSED
Northwich Library	Witton Street, Northwich CW9 5DR	Monday to Wednesday: 9am to 5pm Thursday and Friday: 9am to 7pm Saturday: 9am to 1pm Sunday: CLOSED
Partington Library	Central Road, Partington, Manchester M31 4FY	Monday: 10am to 5pm Tuesday: 10am to 5pm Wednesday: CLOSED Thursday: 10am to 5pm Friday: 10am to 5pm Saturday: 10am to 4pm Sunday: CLOSED

Rainhill Library	View Road, Rainhill, Prescott L35 0LE	Monday: 10am to 7pm Tuesday: 10am to 5pm Wednesday: CLOSED Thursday: 10am to 5pm Friday: 10am to 5pm Saturday: 10am to 1pm Sunday: CLOSED
Runcorn Old Town Library	Granville Street, Runcorn WA7 1NE	Monday: 10am to 5pm Tuesday: 10am to 6pm Wednesday: CLOSED Thursday: 9.30am to 5pm Friday: 10am to 5pm Saturday: 10am to 2:30pm Sunday: CLOSED
St Helens Library	The World of Glass, Chalon Way East, St Helens WA10 1BX	Monday: 10am to 7pm Tuesday: 10am to 5pm Wednesday: 10am to 1pm Thursday: 10am to 5pm Friday: 10am to 5pm Saturday: 10am to 1pm Sunday: CLOSED
Warrington Library	Golden Square, Sankey Street, Warrington WA1 1TD	Monday & Tuesday: CLOSED Wednesday: 10am to 4:30pm Thursday: 10am to 4:30pm Friday: 10am to 4:30pm Saturday: 10am to 4:00pm Sunday: 11am to 3:00pm

4.4.16 If the need arises to cancel the use of information points due to the COVID 19 pandemic, all consultation materials will remain available on the project website.

Publicity and advertising

4.4.17 In addition to the project postcard (outlined above), we will undertake the following steps to promote the consultation widely and ensure that as many people as reasonably practicable, including those that visit the area but do not live within it, are aware of the consultation.

Publication of statutory notices

4.4.18 At the start of the Stage Two Consultation, Cadent will publish statutory notices (as outlined in Section 3 of this SoCC) in local and national newspapers providing details about the consultation, as required by Section 47 and Section 48 of the PA 2008.

Press releases

4.4.19 Press releases will be issued to the local media during the consultation. A press release will be issued at the start of consultation to encourage stakeholders to take part, and another two weeks before the close of consultation to raise awareness of the upcoming deadline for feedback.

Email notification

4.4.20 Notification of the consultation will be issued by email to all prescribed consultees (i.e. those identified in Schedule 1 of the 2009 Regulations) at the start of the consultation period, along with all stakeholders who have registered for email updates through the project website.

Press advertisements

4.4.21 An advertising campaign will take place across regional print media, online regional platforms, Google Ads and social media in the week of consultation launch. This will include publishing adverts in the publications set out below in **Table 4.3** to raise awareness of the consultation and encourage people to provide feedback.

Table 4.3 Press advertisements

Publications
Northwich Guardian (print)
Knutsford Guardian (print)
Warrington Guardian (print)
Liverpool Echo (online)
Manchester Evening News (online)

Project contact team

4.4.22 A dedicated contact number (0800 860 6261) will be provided for the duration of the Stage Two Consultation. This was previously used successfully during the Stage One Consultation. Contact details will be publicised in all consultation materials.

4.4.23 Consultees will be able to call the contact team to discuss the Project, leave a message or request hard copies of documents. We aim to respond to all queries relating to the consultation and the Project promptly and within a reasonable timeframe.

4.4.24 The dedicated contact email address previously available during the Stage One Consultation, **info@hynethydrogenpipeline.co.uk**, will also be provided for the Stage Two Consultation for queries.

4.5 Hard to reach/Seldom heard groups

4.5.1 Cadent recognises that some consultees will be unable to participate in the consultation without assistance and will ensure that all members of the community can participate and are not disadvantaged in the consultation process. To enable this, we will:

- Ensure all exhibition venues selected have taken reasonable steps to provide access for disabled people;
- Utilise local venues known to be used and accessible by hard-to-reach/seldom heard groups where possible;
- Provide translation services where appropriate, on request; and
- Publish the consultation brochure in large copy print, audio or Braille on request.

4.5.2 Cadent has also identified a number of gatekeeper organisations, that represent individuals or groups that may need additional activities to take part in the consultation (see **Appendix D**). The Project will email these groups at the launch of consultation to ask what additional activities may be required and will manage requests on a case-by-case basis.

5. How to Respond to the Consultation

5.1 Response Channels

5.1.1 In accordance with Section 49 of the PA 2008, we are committed to recording, analysing and demonstrating how we will have regard to comments received during the Stage Two Consultation. There will be a number of ways for people to submit feedback during the Stage Two Consultation, all of which will be signposted in the relevant consultation materials. Feedback will be able to be submitted through:

- Interactive map on the Project website;
- Online feedback form on the Project website;
- Paper feedback forms available on request and at in-person events, and can be submitted via the Freepost address or by email;
- Email: info@hynethydrogenpipeline.co.uk; and,
- Letter: FREEPOST HYNET NWHP.

5.1.2 All responses received during the Stage Two Consultation period will be analysed and considered in the development of the DCO application for the Project. Verbal feedback will not be accepted except where necessary to recognise an individual's particular exceptional circumstances which would otherwise stop their view from being considered. Feedback submitted on social media will not be accepted.

5.1.3 The Stage Two Consultation will be held from Thursday 1 September 2022 to Friday 14 October 2022 and the deadline for comments will be 11.59 on 14 October 2022.

5.1.4 Any personal data received as part of the consultation or as part of the consultation process will be stored and protected as per relevant data protection requirements as set out in the General Data Protection Regulation (GDPR). No personal details will be used or published in any materials produced in support of the Project. Details of this information are provided on the project website.

6. What Happens Next

6.1.1 Once the Stage Two Consultation has closed, we will collate and analyse all the responses received. We will carefully consider all the issues raised and will take account of this feedback when finalising our DCO application.

6.1.2 A Consultation Report will be included in our DCO application, listing the issues raised in the consultation and our response to them. The responses received or extracts of them may be published with personal details redacted. The Consultation Report will be prepared in accordance with Section 37(3)(c) of the PA 2008 and other relevant legislation. It will report on both the Stage One and Stage Two consultations to demonstrate how all statutory requirements relating to consultation and publicity have been met, how DCLG Guidance has been taken into account, and how the feedback received has influenced the application.

6.1.3 If, because of the feedback received, the proposals for the Project change to the extent that it is necessary to undertake further geographically targeted engagement, this would be undertaken, where relevant, in accordance with the principles and methods set out in this SoCC. The timetable and programme for the engagement would be publicised in the affected area via methods judged to be most appropriate by Cadent.

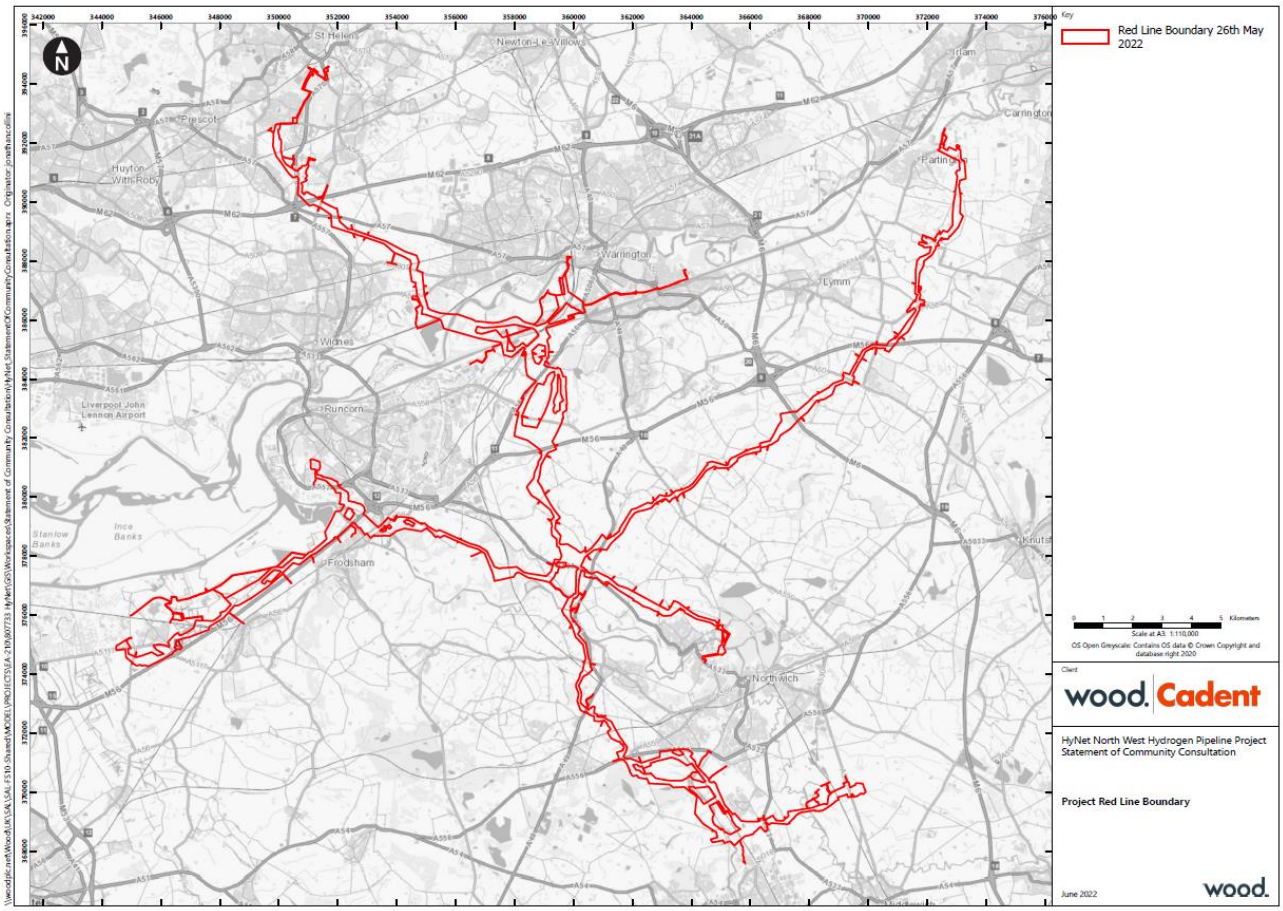
6.1.4 We will continue to update the public and other stakeholders on our proposals at appropriate milestones throughout the Project, primarily through our project website and engagement activities.

7. Further Information

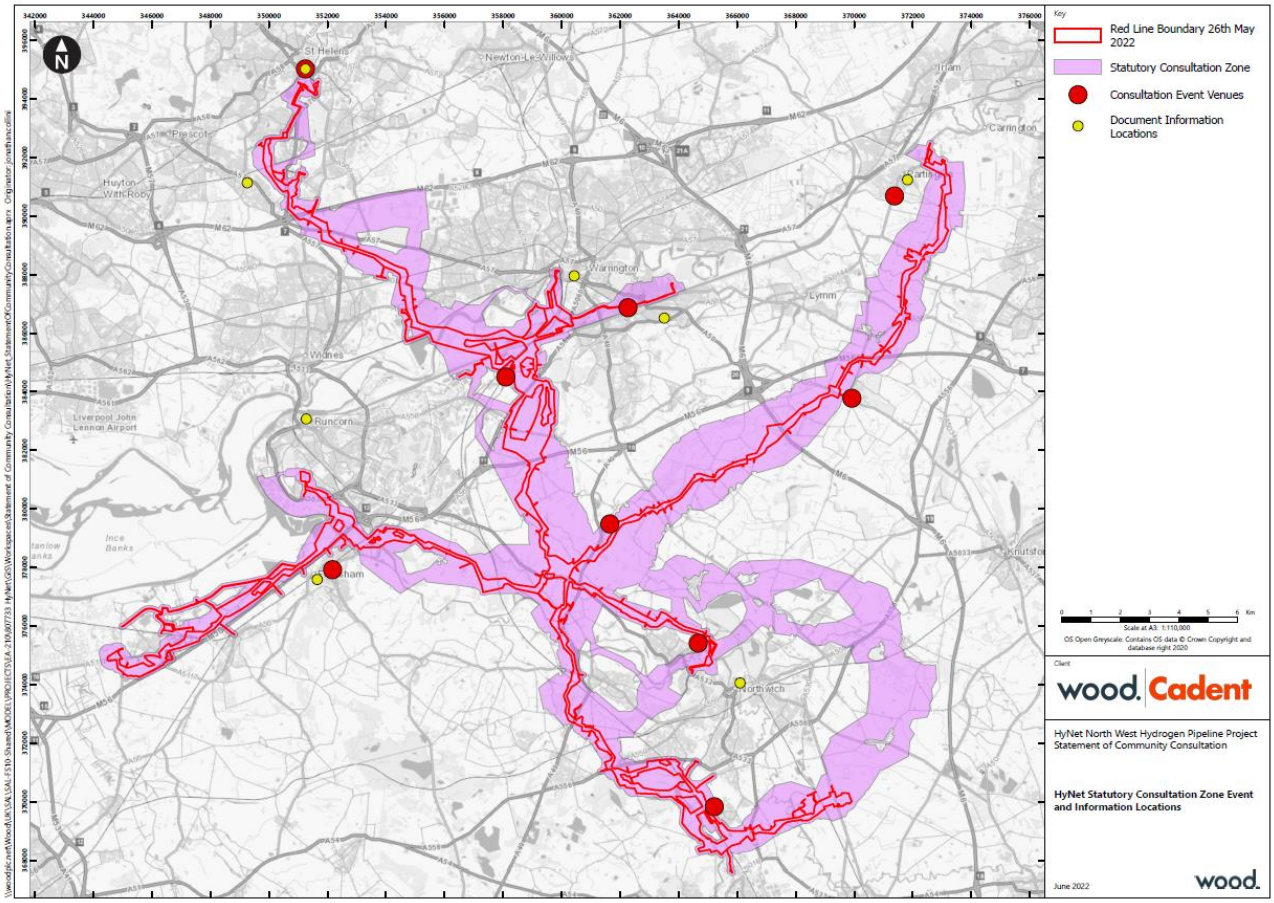
7.1.1 If you want to know more about the Project or would like to request copies of the project's consultation documents, you can:

- Visit our website www.hynethydrogenpipeline.co.uk;
- Email us at info@hynethydrogenpipeline.co.uk; and,
- Call our freephone number on 0800 860 6261 (open Monday to Friday, 9am to 5:30pm).

Appendix A Project Preliminary Red Line Boundary



Appendix B Consultation Zone



Appendix C Local & Special Interest Groups

Local & Special Interest Groups
Altrincham & Bowdon Civic Society
British Horse Society
British Trust for Ornithology
Cheshire and Warrington LEP
Cheshire Brine Subsidence Compensation Board
Cheshire Wildlife Trust
Country Landowners Association (CLA)
CPRE
FOAM (Friend of Anderton and Marbury)
Friends of Carrington Moss
Greater Manchester Local Record Centre
Groundwork Cheshire
Merseyside BioBank
Mid Cheshire Against HS2
National Farmers Union (NFU)
National Trust
North West Business Leadership Team
Northwich Rotary
Ramblers Association
rECOrd – Biodiversity Information Centre for Cheshire, Halton, Warrington and Wirral
RSPB
Sports England
Wildlife Trust for Lancashire, Manchester and South Merseyside
Winnington Park Rec Club
Woodland Trust

Appendix D Hard to Reach/Seldom Heard Groups

Hard to Reach/Seldom Heard Groups
Age UK Mid Mersey Hubs
Age UK Trafford
Brightlife Cheshire: By Older People for Older People
Buzz Youth Activity Group
ChAPS
CHAWREC- Cheshire race and equality centre
Cheshire East Learning Disabilities Partnership Board
Cheshire West Community Access Team
Cross Roads Together Young Carers Forum
CWAC - The Early Help Schools and Partnership Team
CWAC - Young People's Service
Fusion Inclusion
Halton Council - Post 16 Education and Training Team
Halton Council -Community and Day Centres
Halton Send Partnership
Halton Youth Cabinet
Latchford Community Hub
Merseycare - Learning disability community team
O.C.E.A.N - Organising and Caring for Ethic and All Nations (Cheshire)
RNIB North West
SEND youth club for young people with disabilities
Space4Autism
St Helens Council - 'Day Opportunities'
St Helens Council - 'The Visual Impairment Team'
St Helens Youth Council
SUSO

The Chesire East Local Offer
The SEND team
The Welcome - Connected Communities Centre
Umbrella Halton
Vee's Place
Vesta
Warrington Community Living Domiciliary/Supported Living Network
Warrington Joint Autism and Learning disability partnership
WECA- Warrington Ethnic Community Association
Wishing Well Project
YAZ (Youth Action Zone) St Helens

HyNet North West Hydrogen Pipeline

Delivering clean growth

Cadent

Your Gas Network



HyNet North West Hydrogen Pipeline

Statement of Community Consultation

HyNet North West Hydrogen Pipeline

Delivering clean growth

September 2022

Cadent

Your Gas Network

Preface

This document is a revision (revision 2) to the Statement of Community Consultation (SoCC) prepared and submitted to the relevant Host Authorities in August 2022. This revision reflects the recent death of Her Majesty The Queen and the subsequent decision taken by Cadent to delay that start of statutory consultation until 29 September 2022, on the basis that the Queen was a patron of the Institution of Gas Engineers & Managers and to allow staff and stakeholders to pay their respect

The Consultation 'unofficially' launched on 12 September 2022 in order to encourage and accept people's feedback. Delaying the start of Stage 2 Consultation has resulted in the need to revise the dates, timings and scheduling of the in-person and two online consultation events which will now run from 1 October to 31 October 2022. It has also meant that the close of consultation has been extended until 10 November 2022. Publicity related to the start of consultation has also been revised in terms of its content and timing to commence after the 19th September 2022 Cadent did not send out the Section 42 or Section 46 Letters during the mourning period.

The dates of the revised in-person consultation events are set out in Section 4, Table 4.1 with confirmation on the consultation start and end dates provided in Section 4.2. The overall consultation methodology remains as that which was set out within revision 1 of this document.

It should be noted that due to Royal Mail strikes letters were sent to Persons with Interest in Land prior to the 12 September 2022. Persons with Interest in Land have been contacted to ensure that they are aware that the consultation has been extended.

Due to the amount of advertising Cadent completed and postcards being sent to persons in the consultation zone, prior to the decision to reschedule events, it was decided to continue with the launch of the website which supports the consultation on the 12th September as planned.

To enable the effective communication of the changes to the consultation, the following activities will be undertaken:

- Postcard with new events schedule to be delivered to c.20,000 addresses across the consultation zone by 23 September 2022;
- New posters to be sent to 'information points' across the consultation zone with the updated events schedule, with a request for the old posters to be removed;
- Press release announcing the new events schedule to be issued to regional media during the week commencing 19 September 2022;
- Combined section 47 and 48 notice to run on 22 September 2022 –section 48 notice will then run again on 29 September 2022 (the beginning of the 'official' 42-day consultation period);
- All stage one participants, website subscribers, MPs and 'seldom heard' groups to be contacted on 20 September 2022, notifying them that the events schedule has been updated; and,

- Cadent and its representatives to attend the venues of cancelled events to meet any people that did not receive this message.

Glossary

Term	Description
BEIS	The Department for Business, Energy, and Industrial Strategy
DCO	Development Consent Order
DLUHC	Department for Levelling Up, Housing and Communities
EIA	Environmental Impact Assessment
PA 2008	The Planning Act 2008
PEIR	Preliminary Environment Information Report
PINS	The Planning Inspectorate
SoCC	Statement of Community Consultation
NPS	National Policy Statement
NSIP	Nationally Significant Infrastructure Project

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1. Introduction

1.1 Who is Cadent?

1.1.1 Cadent Gas Limited (hereafter referred to as 'Cadent') owns, operates, and maintains the gas distribution network serving 11 million homes and businesses throughout the North West, West Midlands, East Midlands, South Yorkshire, East of England and North London. In line with this role, Cadent is responsible for the following activities:

- Looking after the main gas pipe that supplies larger areas, as well as the smaller pipes branching off from it that takes gas to homes and businesses;
- Maintaining, repairing, and replacing gas pipes to ensure the safe and reliable flow of gas now and long into the future;
- Managing the National Gas Emergency Service for all gas customers in the UK. If something goes wrong, Cadent is the first point of call to make sure it is dealt with calmly, quickly and safely;
- Connecting homes and renewable gas suppliers to its network;
- Working with local businesses to expand and develop its network; and,
- Providing extra care for those who might need it in a gas emergency.

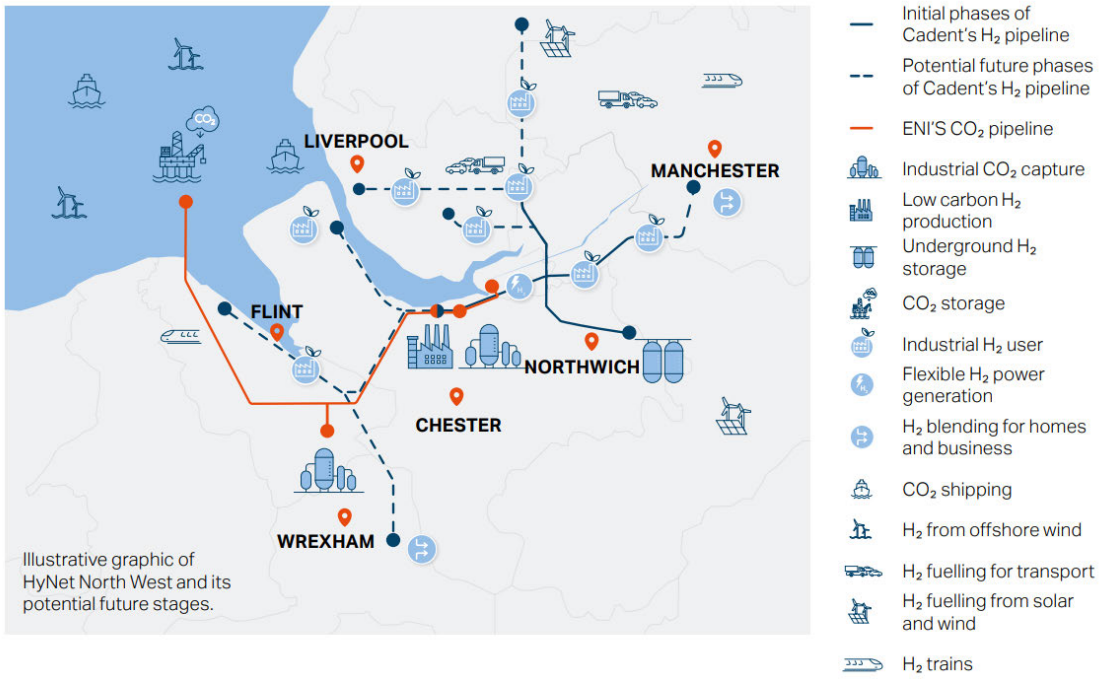
1.1.2 Cadent does not produce gas and does not own the gas that flows through its pipes. It is solely responsible for its transportation and distribution.

1.2 Background to the Project

1.2.1 The HyNet North West Hydrogen Pipeline (the Project) aims to deliver hydrogen to multiple industrial users and power generators in the North West. It will also take hydrogen to gas blending points for introduction into the existing gas network, along with connecting to associated hydrogen storage facilities to help balance the supply and demand on the pipeline. The Project Red Line Boundary also known as the Project Preliminary Order Limits can be viewed on the map provided in **Appendix A**.

1.2.2 The Project forms part of the wider HyNet North West decarbonisation project (see **Figure 1.1**) which includes other elements, including a carbon dioxide pipeline, a hydrogen production facility and underground hydrogen storage. These elements are subject to separate consents and applications, including a Development Consent Order (DCO) for a CO_2 pipeline and are not being promoted by Cadent.

Figure 1.1 The wider HyNet North West programme and its potential future phases



1.2.3 Before an application for a DCO is made, Cadent is required to consult with those living in the vicinity of the land proposed for development (under Section 47 of the Planning Act 2008 (PA 2008)), key local authorities, persons with an interest in the land and prescribed statutory bodies, as well as publicising the proposed application (under Section 48 of the PA 2008). The purpose of this document is to describe the methodology for this consultation.

1.3 Purpose and Structure of this Statement of Community Consultation

1.3.1 It is important to Cadent that our communities (including hard to reach/seldom heard groups), the general public and other stakeholders are involved in the development of the Project. Public consultation helps us to gather feedback and identify key issues of concern, enabling us to address these and improve our proposals. This Statement of Community Consultation (SoCC) sets out how we intend to consult the public and local communities in the vicinity of the Project on our proposed DCO application. It sets out:

- Information and background on the project proposals;
- Details of the legal framework for consultation under the PA 2008;
- Our proposed approach to consultation (including Preliminary Environmental Information) such as when the consultation will be conducted, who will be consulted, where the consultation will take place and the methods that will be used; and
- How we will gather feedback and use it to develop the Project.

1.3.2 This SoCC has been prepared in accordance with Section 47 of the PA 2008 in respect of how we will consult persons living in the vicinity of the land. It explains how Cadent will consult the local community on the proposed DCO application. Amongst other matters this document sets out:

- When and where the consultation will be held;
- The information that will be made available during that consultation;
- Who will be consulted; and,
- How the community will be consulted.

1.3.3 This SoCC has been prepared with reference to guidance by the Government, PINS advice notes and each local planning authorities' Statement of Community Involvement (SCI).

1.4 Local Planning Authorities

1.4.1 The Project will be located within the administrative boundary of the following local authorities that have land within the Preliminary Order Limits (the "host authorities"):

- Cheshire East Council;
- Cheshire West and Chester Council;
- Halton Borough Council;
- St Helens Borough Council;
- Trafford Council; and
- Warrington Borough Council.

1.4.2 Section 47(2) of the Act provides that before preparing the SoCC, Cadent must consult each host authority about what is to be included within the SoCC. In accordance with the Act, each host authority was consulted as part of the development of the SoCC and their views taken into consideration as part of a 28-day consultation period which ran from 21 June 2022 to 22 July 2022. A summary of the comments received and the response to these comments are provided in **Appendix E.** The responses were shared with each host authority for a further week long consultation period between 10 August 2022 to 17 August 2022. No comments were received from the host authorities in response to this consultation.

1.4.3 Subsequent to the finalisation of the SoCC (revision 1) the death of Her Majesty The Queen led to a delay to the start of statutory consultation. This required an amendment to the SoCC (revision 2) to reflect the implications of postponement. These amendments were discussed with the host authorities on a joint call held on 16 September 2022. This was followed by a reissue of the SoCC (revision 2). No comments were received in response to the amendments made.

1.5 Marine Management Organisation

1.5.1 Section 4.10 of the Overarching National Policy Statement for Energy (EN-1) outlines that the Marine Management Organisation (MMO) should be consulted to ensure that their requirements for licenses are met with regard to impacts upon the marine environment.

1.5.2 A pipeline spur is required on the North Corridor, near to Micklehead Green (south of St Helens). This will connect to the pipeline network via the Clock Face and Burtonwood HAGI Search Areas, which may include a crossing of the River Mersey, where it is located within the MMO's jurisdiction.

1.5.3 As the Project could therefore affect a marine area, a marine license could be required and included in the DCO. However, following consultation with the MMO it is likely that an exemption for a trenchless crossing will be possible.

2. The Project

2.1 The Project

2.1.1 Cadent intends to make an application to the Secretary of State for a DCO for a hydrogen pipeline network and associated infrastructure. This will safely transport low carbon hydrogen, primarily produced by Vertex Hydrogen at the Stanlow Manufacturing Complex near Ellesmere Port to various industrial organisations. Cadent is in active discussions with other green hydrogen producers, in proximity to Stanlow, in relation to transporting additional hydrogen gas. Infrastructure to support such additional source would be considered outside the Project described and associated DCO.

2.1.2 The intention is for the Pipeline to also transport hydrogen to potential blending stations in Warburton and Partington (near Manchester) where it will be blended into the existing gas network to heat homes and businesses. The Project will also link to underground hydrogen storage facilities in Cheshire that will be used to balance supply and demand.

2.1.3 The Project is expected to comprise the following elements:

- The construction, operation and maintenance of approximately 125 kilometres of new pipeline to distribute hydrogen;
- Smaller pipelines (spurs) branching off from the main pipeline route to provide connections to specific industrial users in the region, identified as part of the Project;
- Ten Hydrogen Above Ground Installations (HAGIs) and two Block Valve Installations (BVIs) required to control the flow and pressure of hydrogen at key points along the proposed pipeline. (Our proposals at consultation will include a number of location options for this infrastructure);
- Measures for avoiding, minimising and/or mitigating adverse environmental effects likely to arise in connection with the construction and operation of the Project;
- Other related works, for example, temporary access roads, highway works, temporary works compounds, work sites and ancillary works; and
- Compulsory acquisition of land, including interests in land, rights over land and imposition of restrictions, powers to override, suspend or extinguish rights over land and powers for the temporary use of land.

2.1.4 In some locations options have been identified for the routing of the pipeline and/or the location of the HAGIs/BVIs. These typically comprise areas where constraints are present such as river or major road crossings. The preferred route and alternative options will be made clear on the consultation plans.

2.1.5 The proposed pipelines would vary in diameter between approximately six inches and 42 inches dependent on which route or spur they are on. Two main types of pipeline materials are expected to be used, Carbon Steel (CS) and Polyethylene

(PE). The Pipeline would be buried along the entire route apart from at locations where HAGIs and BVIs are required.

2.1.6 The indicative pipeline centre line will be subject to review and potential modification following stakeholder engagement, consultation, engineering and environment assessment, further design development and survey work.

3. The Planning Process

3.1 Development Consent Order

3.1.1 Cadent is a gas transporter for the purposes of the PA 2008. The Project would be defined as a Nationally Significant Infrastructure Project (NSIP) under Part 14(1)(f) ('the construction of a pipe-line by a gas transporter') of the Planning Act 2008[2] (as amended) if it blended gas into the existing gas network. However, given ongoing regulatory uncertainty as to whether the Project will include blending into the gas network Cadent has obtained a section 35 direction dated 05 July 2022 from the Secretary of State for Business, Energy and Industrial Strategy confirming that the Project (save for the pipeline spurs) is of national significance and is to be treated as development for which development consent is required.

3.1.2 The Applicant intends to submit an application for an order granting development consent for the Project pursuant to the Planning Act 2008; this application is likely to include the pipeline spurs as associated development. The application will comprise details of all development proposals and will be accompanied by an ES conforming to the EIA Regulations. A DCO granted by the Secretary of State for BEIS is therefore required to authorise construction and operation of the Project. Before a DCO application is submitted, the proposed application must be consulted on and publicised in accordance with specific requirements contained in Sections 42 to 50 of the PA 2008, and as informed by the "Planning Act 2008: guidance on the pre-application process", published by the Department for Communities and Local Government (2015) (the DCLG Guidance).

3.1.3 After the DCO application has been submitted, the Planning Inspectorate (PINS), will decide on behalf of the Secretary of State for BEIS, if it can be accepted for examination. As part of this decision-making process, consideration will be given to any responses provided by local planning authorities on the adequacy of consultation undertaken by Cadent.

3.1.4 If accepted, PINS will examine the application on behalf of the Secretary of State for BEIS via a specially appointed Examining Authority. Following the Examination, the Examining Authority will make a written recommendation to the Secretary of State for BEIS, who will then decide whether or not to make the DCO.

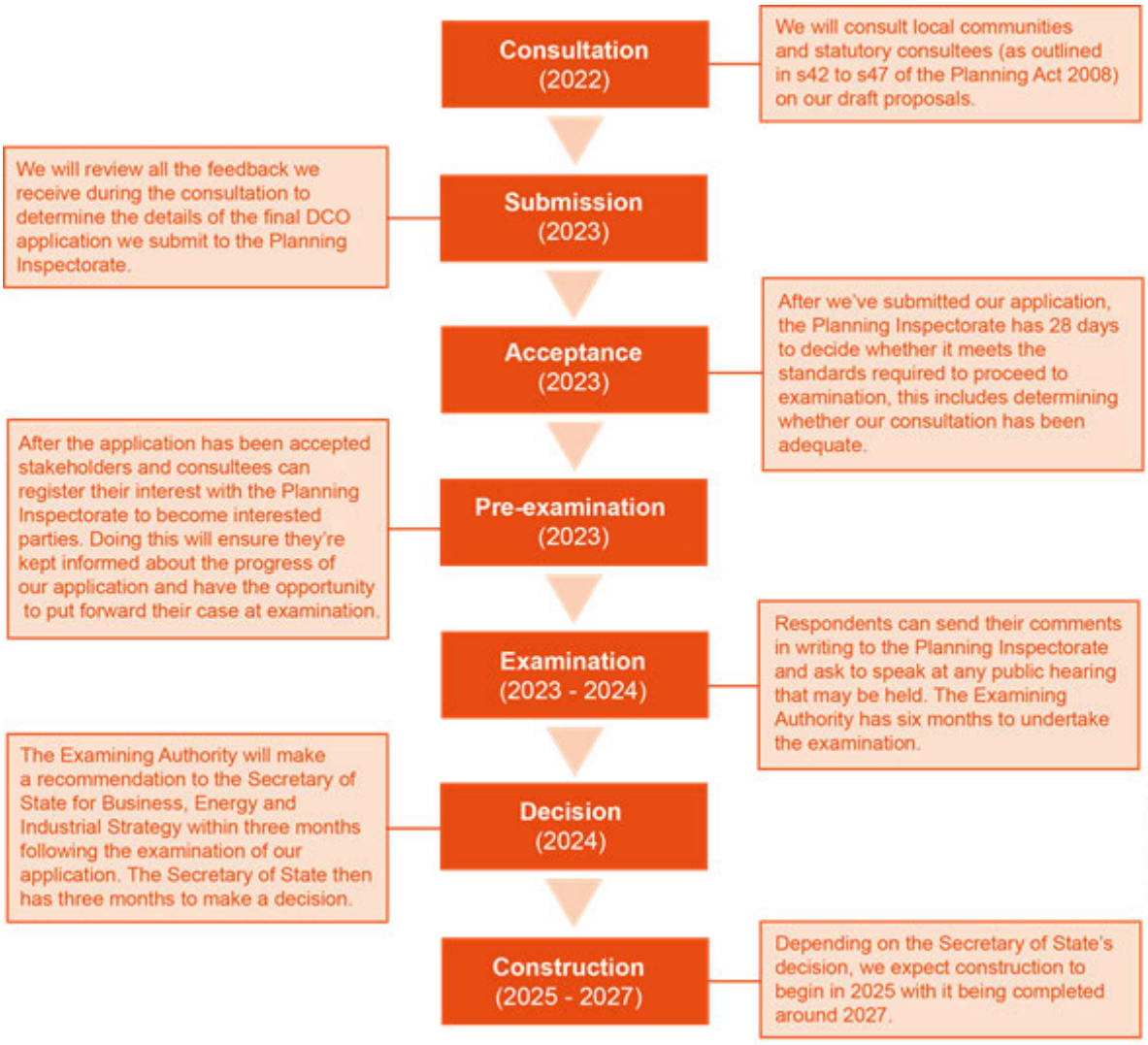
3.1.5 The Energy National Policy Statements (NPS) will be considered material (which, at the time of publication, are EN-1 and EN-4), as set out in the S35 Direction issued by BEIS. The relevant NPSs set out the Government's objectives and policies for energy-related nationally significant projects. Further information about these is available online[1].

[1] https://www.gov.uk/government/publications/national-policy-statements-for-energy-infrastructure

3.1.6 Non-statutory consultation (Stage One Consultation) was undertaken between 26 January 2022 and 11 March 2022 and a Consultation Feedback Report detailing this process is available on the project website.

3.1.7 More details regarding the DCO process and Cadent's proposed timescales for the Project are set out at **Figure 3.1** below. Further information on the DCO process can be found on the National Infrastructure Planning website[2] or by telephone on 0303 444 5000.

Figure 3.1 Project timeline



[2] https://infrastructure.planninginspectorate.gov.uk

3.2 Environmental Information

3.2.1 The Project is classified as an 'Environmental Impact Assessment (EIA) development' as defined by the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (the '2017 EIA Regs'). This is because it falls within the provisions of Schedule 1(16)(a) as the pipeline for transporting hydrogen will have a diameter of more than 800 millimetres and a length of more than 40km.

3.2.2 A Scoping Report and request for an EIA Scoping Opinion was submitted to the Planning Inspectorate on 26 January 2022 and a Scoping Opinion was received on 8 March 2022. An EIA is being undertaken to ensure the likely significant effects of the Project are understood and that the appropriate mitigation of those effects is put in place. The results of the EIA will be set out in an Environmental Statement that will accompany the DCO application.

3.2.3 In accordance with the requirements in Regulation 12 of the 2017 EIA Regs, the preliminary results of the EIA will be presented in a 'Preliminary Environmental Information Report' (PEIR) during our statutory Stage Two Consultation on the proposed application. We will publicise and consult on the PEIR and will be seeking comments on the information contained in it through the approaches set out in Section 4 of this SoCC.

3.3 Legal Requirement to Consult

3.3.1 Sections 42 to 50 of the PA 2008 set out the requirements for statutory pre-application consultation in relation to a proposed application for a DCO.

3.3.2 Under the PA 2008, and as set out in the Infrastructure Planning (Applications: Prescribed Forms and Procedures) Regulations 2009 (2009 Regulations), Cadent is required to consult the following organisations and individuals about the proposed application:

- Prescribed statutory consultees (as set out in Schedule 1 of the 2009 Regulations);
- Each local authority in whose area the Project is located and their neighbouring local authorities (as determined in accordance with Section 43 of the PA 2008);
- Owners, occupiers and others with an interest in the land on which the Project is located (being Category 1 and Category 2 persons under Section 44 of the PA 2008);
- Owners and occupiers of land who Cadent considers would or might be entitled to make certain types of land compensation claim as a result of the implementation of the DCO (being Category 3 persons determined in accordance with Section 44 (4) to (6) of the PA 2008); and
- Local communities in the vicinity of the Project.

3.3.3 Section 47 of the PA 2008 requires Cadent to prepare a statement in the form of a SoCC setting out how it proposes to consult local communities in the vicinity of the Project about the proposed DCO application.

3.3.4 This SoCC has been prepared for the purposes of the Stage Two Consultation in accordance with the requirements of the PA 2008 and taking account of the Department for Levelling Up, Homes and Communities (DLUHC) guidance (as required by Section 50 of the PA 2008) and best practice.

3.3.5 Under Section 47 of the PA 2008 we are required to consult on the contents of the draft SoCC with host local authorities, i.e. local planning authorities, for the area within which the land for the Project is located.

3.3.6 Cadent is legally obliged to take account of the feedback received (**Appendix E**) in relation to consultation on the draft SoCC prior to finalising and adopting the SoCC. The Stage Two Consultation must then be carried out in accordance with the proposals in the adopted SoCC.

3.3.7 The SoCC must be made available for inspection by the public in a convenient manner for people living in the vicinity of the Project.[3] We are also required to publish a notice in a local newspaper which states where the SoCC may be inspected.

3.3.8 Section 48 of the PA 2008 requires the proposed application for development consent to be publicised in local and national newspapers and for Cadent to invite responses on the proposals. We are publishing the notice of the proposed application at the same time as undertaking our statutory consultation with local planning authorities, statutory consultees, owners and occupiers of land and the general public in respect of the Project.

3.3.9 Section 49 of the PA 2008 requires Cadent to have regard to the responses to consultation and publicity when deciding on the form and content of its application for the Project. Details of the regard given to consultation feedback will be presented in the Consultation Report, which accompanies the DCO application.

[3] In line with changes to certain publicity requirements introduced by the Infrastructure Planning (Publication and Notification of Applications etc.). (Amendment) Regulations 2020, the SoCC will be made available for inspection online on the Project website.

4. Our Approach to Consultation

4.1 Purpose and Objectives

4.1.1 It is important to Cadent that our communities, the general public and other stakeholders continue to be involved in the development of the Project. Public consultation helps us to gather feedback and identify key issues of concern, enabling us to address these and improve our proposals. Public engagement will continue into the construction phase so that we can ensure communities are informed of our activities.

4.1.2 Our objectives for the Stage Two Consultation are to:

- Raise awareness about the Project and provide the community and other stakeholders with the opportunity to understand, comment on and influence the proposals, including the proposed pipeline route;
- Provide clear and concise technical and non-technical information on the Project;
- Help local people understand the potential nature and local impact of the Project;
- Provide a range of opportunities for people to engage with the Project and provide comments and feedback; and
- Ensure that comments and feedback have been taken into account in finalising the DCO application prior to its submission.

4.1.3 Given the scale and complexity of the Project and taking into account best practice plus DCLG Guidance on pre-application consultation, we are undertaking a two-stage consultation.

- Stage One Consultation - Non-Statutory Consultation: The first non-statutory consultation (Stage One Consultation) on the emerging plans and preferred route corridors for the Project took place between 26 January 2022 and the 11 March 2022. The consultation was undertaken at a formative stage in the project development process, to provide consultees with an early opportunity to influence the proposals while options were still undergoing consideration.
- Stage Two Consultation - Statutory Consultation: The second stage of consultation will comprise the statutory consultation on our proposed application in accordance with the requirements of the PA 2008. This section of the SoCC outlines how we intend to carry out this consultation.

4.1.4 The Stage One Consultation has also informed the approach to the Stage Two Consultation.

4.2 When will the Stage Two Consultation take place?

4.2.1 The Stage Two Consultation was due to take place over a 42 day period from the 12 September 2022 to 24 October 2022. Following the need to amend the dates for the consultation as identified in the Preface to this document, the Stage 2 Consultation will now take place for 43 days from Thursday 29 September 2022 to Thursday 10 November 2022. This exceeds the statutory minimum period of 28 days for statutory consultation specified by the PA 2008.

4.2.2 All consultation responses should be received by 11.59pm on 10 November 2022. This deadline will be made clear on the literature and other documents relating to the consultation. Postal responses received after this date with a date stamp on or before 24 October 2022 will be accepted. We cannot guarantee that other responses received after this date will be taken into consideration.

4.2.3 We will closely monitor and consider government advice and guidance regarding the COVID-19 pandemic and social distancing, particularly in relation to public events and meetings. We will also be mindful of other external consultations taking place to minimise any potential confusion or consultation fatigue. A priority is ensuring that there is a clear definition of this project in relation to the wider HyNet programme.

4.3 Who will we Consult?

4.3.1 The Stage Two Consultation will be open to anyone that has a view that they wish us to consider (as has been the case for the Stage One Consultation).

4.3.2 A Consultation Zone (see **Appendix B**) has been developed based on the Project's initial route corridors which were used to inform the zone at Stage One. We have then reviewed these initial route corridors to ensure that they extend a minimum of 300m from where we are considering locations for our above ground installations (HAGIS and BVIs). They have been extended where this was not the case. Similarly, for the pipeline and other temporary works including construction compounds and access points, the zone has been extended to ensure that it is a minimum of 200m from where we might chose to locate them.

4.3.3 The Consultation Zone has also been extended to include the community of Elton, and the western extent of Moulton in response to feedback from the host authorities (**Appendix E**). The Consultation Zone has also been increased to include additional properties in Frodsham.

4.3.4 To ensure that all those consulted during the Stage One Consultation are notified of the Stage Two Consultation, and information relating to project changes, the Zone has been further extended to include the route corridors identified at the previous stage of consultation. Consultees in this area will have the opportunity to comment on the updated proposals.

4.3.5 Cadent recognises that there may be interest in the Project beyond the Consultation Zone. The Project will therefore be promoted digitally and in print, with press releases and advertising, via media outlets whose reach extends beyond the Consultation Zone. All information will also be available on the

Project's website to all consultees who wish to visit, unrestricted by geographic location.

4.3.6 As outlined in Section 3 of this SoCC, at the same time as consulting the local community we will consult a wide range of statutory consultees on the Project, in accordance with Section 42 of the PA 2008. These include:

- Host and neighbouring local authorities;
- Prescribed consultees (such as Natural England and Environment Agency); and
- People with an interest in land that might be affected by the proposals.

4.3.7 A copy of the Section 48 notice will also be sent to all "consultation bodies" in accordance with Regulation 13 of the EIA Regulations.

Local Community

4.3.8 We will undertake the Stage Two Consultation with the local community. This will include those living in the vicinity of the Project, businesses and non-residential properties near the proposals (see Section 4.4 of this SoCC). Cadent will also consult with local and special interest groups that may have an interest in the Project (see **Appendix C**).

4.3.9 We will design the consultation process and all associated materials and communications to be accessible and inclusive, enabling all sections of the community the opportunity to participate.

4.3.10 We understand that some individuals and groups in the community may be more challenging to reach and their views, therefore, harder to obtain. This understanding has underpinned our approach to consultation, including enquiring with these groups on additional activities that may be required. Further information on our approach to hard to reach/seldom heard groups is outlined in Section 4.5 of this SoCC.

Wider Stakeholders

4.3.11 In addition to consultees prescribed under sections 42, 44 and 47 of the PA 2008, we have identified a number of individuals and organisations with whom we will voluntarily consult. These include:

- Bodies and individuals who are not defined as prescribed consultees in Schedule 1 of the Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 (as amended). This includes local bodies and technical consultees such as local Wildlife Trust, the National Trust and the Royal Society for the Protection of Birds (RSPB): and
- Ward Councillors and MPs in relevant areas.

4.3.12 A proposed list of the wider stakeholders to be consulted will be continually reviewed alongside discussions with the local authorities with consideration of hard to reach/seldom-heard groups and consultation feedback. This is to ensure

that anyone who requests to be included as a consultee has the same opportunity to provide feedback as those prescribed by legislation.

4.4 How we will consult

4.4.1 Cadent will consult using a variety of methods, designed to allow people to engage with the Project in a way that suits them and to make providing feedback to the Stage Two Consultation as easy and accessible as possible.

Project postcard

4.4.2 At the start of the Stage Two Consultation, a postcard notifying consultees about the consultation and that our design has been updated will be issued to everyone in the Consultation Zone. This will provide a brief summary of the Project and details of the consultation, including how to provide feedback and where more information can be accessed.

Project website

4.4.3 The dedicated Project website (www.hynethydrogenpipeline.co.uk) will continue to be the primary focal point to access information about the Project. It will be fully updated to include details of the Project and the Stage Two Consultation.

4.4.4 All information will be written in non-technical language, supplemented with visual materials, to help explain the Project. The website will make clear how people can take part in the consultation, including an interactive feedback map and online feedback form.

4.4.5 Following the close of the Stage Two Consultation, the website will continue to provide a library of documents that were available during the consultation but clearly indicate that the period to provide feedback has closed.

Consultation documents

4.4.6 For the Stage Two Consultation, we will provide documents, maps and plans to detail the nature and location of the Project. These documents will be designed to assist those who wish to comment on the Project, and will include:

- Consultation Brochure - This non-technical document will summarise the elements of the Project, including maps, along with information on its potential effects. It will also provide a clear description of how people can provide feedback into the consultation;
- Feedback Form – A feedback form will be provided for anyone wishing to respond, highlighting the specific matters we are seeking feedback on. The form will be capable of being completed by hand (and returnable using the ‘Freepost’ address) or online via the Project website;
- Design Evolution Report (DER) – Details of the routeing process/optioneering undertaken to date; and

- Environmental assessments – This will comprise the Preliminary Environmental Information Report (PEIR) and supporting documentation which outline the assessments carried out to date, what we propose to construct and where, and the decisions made in developing our proposals.

4.4.7 All consultation documents will be available on the project website from the start of the consultation period, with hard copies available on request from the project team and provided for reference at in-person events.

4.4.8 Requests for hard copies of the technical documents will be considered on a case-by-case basis. To cover printing costs a reasonable copying charge may apply (up to a maximum of £150 for one full suite of documents) to be paid for by the recipient. These can be requested using the contact details at the end of this SoCC.

In-person consultation events

4.4.9 We will hold nine consultation events in publicly accessible venues across the Project area. Events will take place at the venues set out in Table 4.1 between 1 October 2022 and 31 October 2022. Events will typically be four hours long. The venues that have been selected have taken reasonable steps to provide access for disabled people and are known to local communities in the vicinity of the Project. Many of the venues were utilised for the Stage One Consultation events.

4.4.10 Members of the Project team will be available to answer questions about the proposals, assist with the interpretation of materials and provide guidance on the completion of feedback forms.

4.4.11 If government advice or local circumstances change as a result of the COVID-19 pandemic, and it is necessary to adjust the approach to public exhibitions, we will engage with the host local authorities to agree suitable alternative arrangements; such as further digital consultation events/activities.

Table 4.1 In-person consultation events

Exhibition Venue	*Date and Time*	Address
The Milner Church Institute	Saturday 1 October 2022 10am to 3pm	Runcorn Road, Moore, Runcorn, Cheshire, WA4 6TZ
Whitley Village Hall	Wednesday 12 October 2022 3:30pm to 7:30pm	Village Lane, Higher Whitley, Warrington WA4 4EJ
Frodsham Community Centre	Thursday 13 October 2022 10am to 1pm	Fluin Lane, Frodsham WA6 7QN
Fuse ROC Centre	Tuesday 18 October 2022 10am to 1pm	Warburton Lane, Partington, Manchester M31 4BU
Anderton Village Hall	Tuesday 18 October 2022 3pm to 7pm	New Road, Anderton, Northwich CW9 6AE

Exhibition Venue	*Date and Time*	Address
St Stephen's Church Hall	Wednesday 19 October 2022 10am to 1pm	Main Road, Moulton, Northwich CW9 8PL
Warrington Football Club	Wednesday 19 October 2022 3pm to 7pm	Cantilever Park, Common Lane, Warrington, Cheshire WA4 2RS
Thatto Heath Library	Friday 28 October 2022 10am to 1pm	Thatto Heath Road, St Helens, Saint Helens, WA10 3QX
High Legh Village Hall	31 October 2022 9.30am to 12.30pm	West Lane, High Legh, Knutsford, Cheshire WA16 6LR

4.4.12 If the need arises to cancel the use of consultation event locations due to the COVID-19 pandemic, all consultation materials will remain available on the project website.

4.4.13 Should any in-person events need to be cancelled for any reason, the most appropriate mitigation would be identified on a case-by-case basis in consultation with the relevant Local Planning Authorities. This would typically involve expanding the number of online events, as an efficient way of replacing the in-person events.

Online virtual exhibition space and online events

4.4.14 In addition to the in-person consultation events, we will provide a virtual exhibition space, accessed via the project website. This will allow consultees to view and access the materials provided at the in-person exhibition events and submit their feedback.

4.4.15 To provide a further opportunity for those who may not be able to attend in person events but want to ask questions of the project team, the Project will also hold two online events. Consultees will be able to register to attend on the project website. These events will consist of a presentation from the project team and an opportunity to ask members of the project team questions.

4.4.16 Online Event 1 will take place Tuesday 4 October 2022 6pm to 7pm.

4.4.17 Online Event 2 will take place Thursday 20 October 2022 6pm to 7pm.

Information points

4.4.18 During the consultation, hard copies of the Consultation Brochure and the PEIR Non-Technical Summary (NTS) will be available for inspection from the following publicly accessible locations:

Table 4.2 Information points

Information points	Address	Opening Times
Chester Lane Community Centre	Four Acre Lane, St Helens, WA9 4DE	Monday: 10am to 7pm Tuesday: 10am to 5pm

Library		Wednesday: CLOSED Thursday & Friday: 10am to 5pm Saturday: 10am to 1pm Sunday: CLOSED
Frodsham Library	Princeway, Frodsham, WA6 6RX	Monday to Friday: 9am to 6pm Saturday: 9:30am to 1pm Sunday: CLOSED
Grappenhall Library	Victoria Avenue, Grappenhall, Warrington WA4 2PE	Monday & Tuesday: 2pm to 6pm Wednesday: CLOSED Thursday & Saturday: 10am to 1pm Friday & Sunday: CLOSED
Knutsford Library	Toft Road, Knutsford, Cheshire, WA16 0PG	Monday: 9am to 5pm Tuesday: 9am to 7pm Wednesday: 9am to 1pm Thursday: 9am to 7pm Friday: 9am to 5pm Saturday: 9am to 1pm Sunday: CLOSED
Northwich Library[4]	Witton Street, Northwich CW9 5DR	Monday to Wednesday: 9am to 5pm Thursday and Friday: 9am to 7pm Saturday: 9am to 1pm Sunday: CLOSED
Partington Library	Central Road, Partington, Manchester M31 4FY	Monday: 10am to 5pm Tuesday: 10am to 5pm Wednesday: CLOSED Thursday: 10am to 5pm Friday: 10am to 5pm Saturday: 10am to 4pm Sunday: CLOSED
Rainhill Library	View Road, Rainhill, Prescott L35 0LE	Monday: 10am to 7pm Tuesday: 10am to 5pm Wednesday: CLOSED Thursday: 10am to 5pm Friday: 10am to 5pm Saturday: 10am to 1pm Sunday: CLOSED
Runcorn Old Town Library	Granville Street, Runcorn WA7 1NE	Monday: 10am to 5pm Tuesday: 10am to 6pm Wednesday: CLOSED Thursday: 9.30am to 5pm Friday: 10am to 5pm Saturday: 10am to 2:30pm Sunday: CLOSED
St Helens Library	The World of Glass,	Monday: 10am to 7pm

[4] Northwich Library is closed until 24 September 2022. Documents will be displayed at this location from this date. A further Information Point (Weaverham Library) has been included within this locality as an alternative place to view documents.

	Chalon Way East, St Helens WA10 1BX	Tuesday: 10am to 5pm Wednesday: 10am to 1pm Thursday: 10am to 5pm Friday: 10am to 5pm Saturday: 10am to 1pm Sunday: CLOSED
Thatto Heath Library	Thatto Heath Road, St Helens, WA10 3QX	Monday: 10am to 7pm Tuesday: 10am to 1pm Wednesday: CLOSED Thursday: 1pm to 5pm Friday: 10am to 5pm Saturday 10am to 1pm Sunday: CLOSED
Weaverham Library	Russet Rd, Weaverham CW8 3HY	Monday: 9.30am to 1pm, 2pm to 7pm Tuesday: 9.30am to 1pm, 2pm to 5pm Wednesday: 9.30am to 1pm, 2pm to 5pm Thursday: 9.30am to 1pm, 2pm to 7pm Friday: 9.30am to 1pm, 2pm to 7pm Saturday 9.30am to 1pm Sunday: CLOSED
Warrington Library	Golden Square, Sankey Street, Warrington WA1 1TD	Monday & Tuesday: CLOSED Wednesday: 10am to 4:30pm Thursday: 10am to 4:30pm Friday: 10am to 4:30pm Saturday: 10am to 4:00pm Sunday: 11am to 3:00pm

4.4.19 If the need arises to cancel the use of information points due to the COVID-19 pandemic, all consultation materials will remain available on the project website.

Publicity and advertising

4.4.20 In addition to the project postcard (see **paragraph 4.4.2**), we will undertake the following steps to promote the consultation widely and ensure that as many people as reasonably practicable, including those that visit the area but do not live within it, are aware of the consultation.

Publication of statutory notices

4.4.21 At the start of the Stage Two Consultation, Cadent will publish statutory notices (as outlined in Section 3 of this SoCC) in local and national newspapers providing details about the consultation, as required by Section 47 and Section 48 of the PA 2008.

Press releases

4.4.22 Three press releases will be issued to the local media during the consultation.

4.4.23 The first press release will be issued by 22 September 2022. It will announce that “consultation is open” and set out key information on what the consultation will cover and how the local community can get involved and provide feedback.

4.4.24 The second press release will be issued in the middle of consultation. It will include raise awareness of the upcoming deadline for feedback and encourage the local community to take part.

4.4.25 A final press release will be issued after the close of consultation. This will confirm that the consultation is now closed and will thank the local community for taking part.

Email notification

4.4.26 Notification of the consultation will be issued by email to all prescribed consultees (i.e. those identified in Schedule 1 of the 2009 Regulations) at the start of the consultation period, along with all stakeholders who have registered for email updates through the project website. This includes all host authorities.

Posters

4.4.27 Where an in-person consultation event venue is located outside of the Consultation Zone, posters advertising these events will be placed in the local area.

Press advertisements

4.4.28 An advertising campaign will take place across regional print media, online regional platforms, Google Ads, Spotify and social media in the week of consultation launch. This will include publishing adverts in the publications set out below in **Table 4.3** to raise awareness of the consultation and encourage people to provide feedback.

Table 4.3 Press advertisements

Publications
Knutsford Guardian (print)
Northwich Guardian (print)
Warrington Guardian (print)
Liverpool Echo (online)
Chester Standard (print and digital)
St Helens Star (print and digital)
Reach plc publications (including Manchester Evening News and Liverpool Echo) (digital)

Project contact team

4.4.29 A dedicated contact number (0800 860 6261) will be provided for the duration of the Stage Two Consultation. This was previously used successfully during the

Stage One Consultation. Contact details will be publicised in all consultation materials.

4.4.30 Consultees will be able to call the contact team to discuss the Project, leave a message or request hard copies of documents. We aim to respond to all queries relating to the consultation and the Project promptly and within a reasonable timeframe.

4.4.31 The dedicated contact email address previously available during the Stage One Consultation '**info@hynethydrogenpipeline.co.uk'** will also be provided for the Stage Two Consultation for queries.

4.5 Hard to reach/Seldom heard groups

4.5.1 Cadent recognises that some consultees will be unable to participate in the consultation without assistance and will ensure that all members of the community can participate and are not disadvantaged in the consultation process. To enable this, we will:

- Ensure all exhibition venues selected have taken reasonable steps to provide access for disabled people;
- Utilise local venues known to be used and accessible by hard-to-reach/seldom heard groups where possible;
- Provide translation services where appropriate, on request; and
- Publish the consultation brochure in large copy print, audio or Braille on request.

4.5.2 Cadent has also identified a number of gatekeeper organisations, that represent individuals or groups that may need additional activities to take part in the consultation (see Appendix D). The Project will email these groups four weeks in advance of the consultation launch to give sufficient time for these organisations to reach individuals and groups, and to define additional support required.

5. How to Respond to the Consultation

5.1 Response Channels

5.1.1 In accordance with Section 49 of the PA 2008, we are committed to recording, analysing and demonstrating how we will have regard to comments received during the Stage Two Consultation. There will be a number of ways for people to submit feedback during the Stage Two Consultation, all of which will be signposted in the relevant consultation materials. Feedback will be able to be submitted through:

- Interactive map on the Project website;
- Online feedback form on the Project website;
- Paper feedback forms available on request and at in-person events, and can be submitted via the Freepost address or by email;
- Email: info@hynethydrogenpipeline.co.uk; and
- Letter: FREEPOST HYNET NWHP.

5.1.2 All responses received during the Stage Two Consultation period will be analysed and considered in the development of the DCO application for the Project. Verbal feedback will not be accepted except where necessary to recognise an individual's particular exceptional circumstances, which would otherwise stop their view from being considered. Feedback submitted on social media will not be accepted.

5.1.3 The Stage Two Consultation was due to take place over a 42 day period from the 12 September 2022 to 24 October 2022. Following the need to amend the dates for the consultation as identified in the Preface to this document, the Stage 2 Consultation will now be held from Thursday 29 September 2022 to Thursday 10 November 2022. and the deadline for comments will be 11.59 on 10 November 2022.

5.1.4 Any personal data received as part of the consultation or as part of the consultation process will be stored and protected as per relevant data protection requirements as set out in the General Data Protection Regulation (GDPR). No personal details will be used or published in any materials produced in support of the Project. Details of this information are provided on the project website.

6. What Happens Next

6.1.1 Once the Stage Two Consultation has closed, we will collate and analyse all the responses received. We will carefully consider all the issues raised and will take account of this feedback when finalising our DCO application.

6.1.2 A Consultation Report will be included in our DCO application, listing the issues raised in the consultation and our response to them. The responses received or extracts of them may be published with personal details redacted. The Consultation Report will be prepared in accordance with Section 37(3)(c) of the PA 2008 and other relevant legislation. It will report on both the Stage One and Stage Two consultations to demonstrate how all statutory requirements relating to consultation and publicity have been met, how DCLG Guidance has been taken into account, and how the feedback received has influenced the application.

6.1.3 If, because of the feedback received, the proposals for the Project change to the extent that it is necessary to undertake further geographically targeted engagement, this would be undertaken, where relevant, in accordance with the principles and methods set out in this SoCC. The timetable and programme for the engagement would be publicised in the affected area via methods judged to be most appropriate by Cadent.

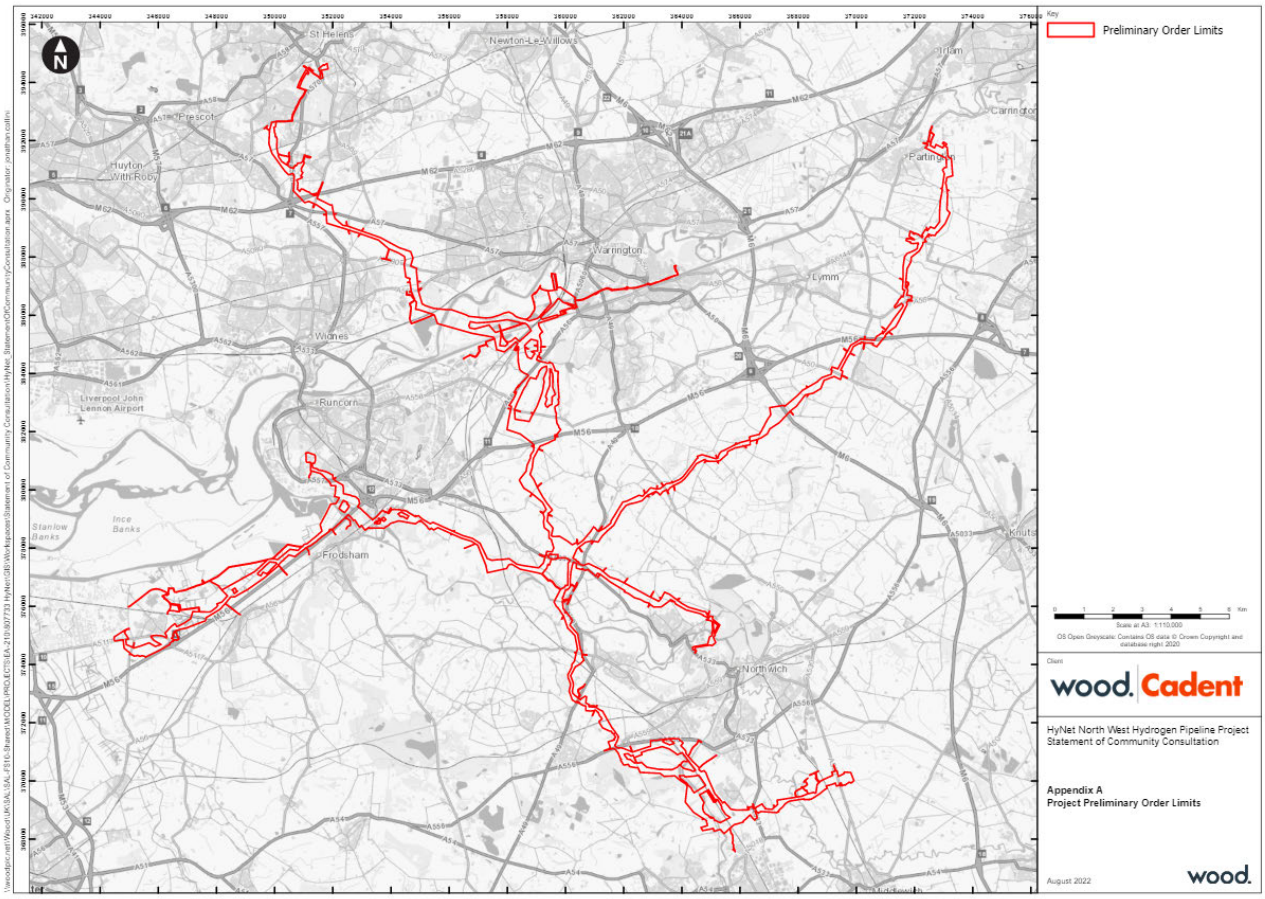
6.1.4 We will continue to update the public and other stakeholders on our proposals at appropriate milestones throughout the Project, primarily through our project website and engagement activities.

7. Further Information

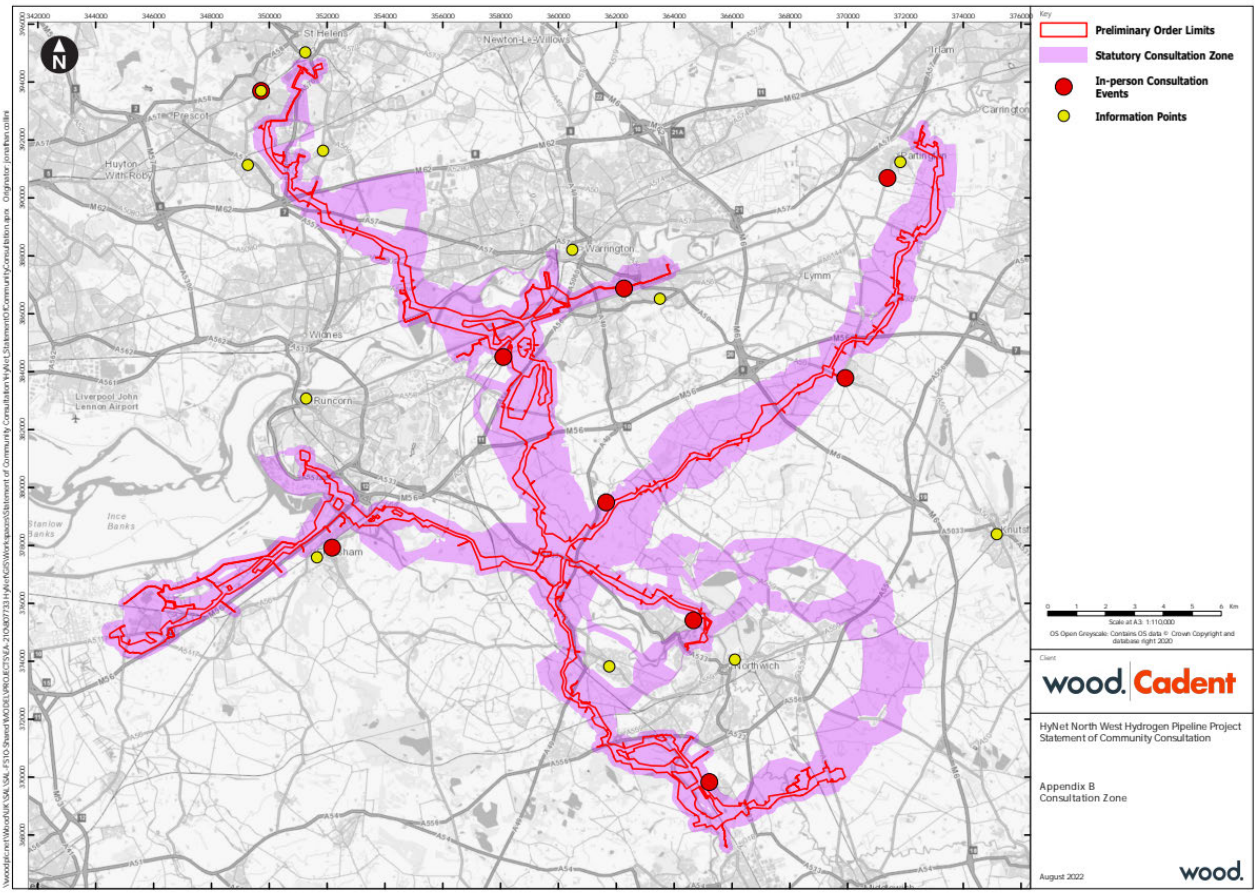
7.1.1 If you want to know more about the Project or would like to request copies of the project's consultation documents, you can:

- Visit our website www.hynethydrogenpipeline.co.uk;
- Email us at info@hynethydrogenpipeline.co.uk; and,
- Call our freephone number on 0800 860 6261 (open Monday to Friday, 9am to 5pm).

Appendix A Project Preliminary Order Limits



Appendix B Consultation Zone



Appendix C Local & Special Interest Groups

Local & Special Interest Groups
Age UK Cheshire
Altrincham & Bowdon Civic Society
Bowdon Conservation Group
British Horse Society
British Trust for Ornithology
Changing Lives in Cheshire
Cheshire and Warrington LEP
Cheshire Brine Subsidence Compensation Board
Cheshire Wildlife Trust
Country Landowners Association (CLA)
CPRE
Deafness Support Network
FOAM (Friend of Anderton and Marbury)
Friends of Carrington Moss
Greater Manchester Ecology Unit
Greater Manchester Local Record Centre
Groundwork Cheshire
Hale Civic Society
Little Bollington Parish Council
Liverpool City Region Combined Authority
Liverpool City Region Local Enterprise Partnership
Merseyside BioBank
Mid Cheshire Against HS2
National Farmers Union (NFU)
National Trust
North West Business Leadership Team

Northwich Rotary
Peak and Northern Footpaths Society
Positive Partington
Ramblers Association
rECOrd – Biodiversity Information Centre for Cheshire, Halton, Warrington and Wirral
RSPB
Sale Civic Society
St Helens Chamber
The Mersey Forest
The Wirral and Cheshire Badger Group
Trafford Cycle Forum
Wildlife Trust for Lancashire, Manchester and South Merseyside
Winnington Park Rec Club
Woodland Trust

Appendix D Hard to Reach/Seldom Heard Groups

Hard to Reach/Seldom Heard Groups
Age UK Mid Mersey Hubs
Age UK Trafford
Baobab
Brightlife Cheshire: By Older People for Older People
Buzz Youth Activity Group
Caring Connections
ChAPS
CHAWREC- Cheshire race and equality centre
Cheshire Community Foundation
Cheshire East Learning Disabilities Partnership Board
Cheshire West Community Access Team
Children in Care Council – Warrington
Community Integrated Care – Widnes
Cross Roads Together Young Carers Forum
CWAC - The Early Help Schools and Partnership Team
CWAC - Young People's Service
Cheshire West Specialist Learning Disability Service
Deafness Resource Centre
DM Disabled People's Panel
FitzRoy Trafford
Friends, families and travellers
Fusion Inclusion
Gypsy Traveller Liaison Officer
Halton Adults with learning disabilities support
Halton Council - Post 16 Education and Training Team
Halton Council -Community and Day Centres

Halton OPEN
Halton Send Partnership
Halton Youth Cabinet
IMPACT Youth Council – Warrington
John Moores Foundation
Latchford Community Hub
Link Up Club
MacIntyre Great Communities
MALs Merseyside
Merseycare - Learning disability community team
Merseyside Polonia
Mission in the Economy
National Autistic Society – Cheshire
O.C.E.A.N - Organising and Caring for Ethic and All Nations (Cheshire)
OLCOTWISH C.I.C (Cafe Laziz)
Park Farm Community Centre
Person Shaped Support (St Helens)
Refugee Action
RNIB North West
SEND youth club for young people with disabilities
Space4Autism
St Helens Council - 'Day Opportunities'
St Helens Council - 'The Visual Impairment Team'
St Helens Youth Council
SUSO
The ADHD Foundation
The Chesire East Local Offer
The SEND team
The Unity Centre
The Welcome - Connected Communities Centre

Trafford Deaf Partnership
Trafford Sensory Services Team for Adults
Umbrella Halton
Vee's Place
Vesta
Warrington Community Living Domiciliary/Supported Living Network
Warrington Joint Autism and Learning disability partnership
Warrington Speak Up
Warrington Voluntary Action
Warrington Youth Club
WECA- Warrington Ethnic Community Association
Welcome to SHADDA – the St Helens and District Dyslexia Association
Wishing Well Project
YAZ (Youth Action Zone) St Helens

Appendix E LPA SoCC Responses

Request Ref	Request	Project Response
Warrington Borough Council		
WBC1	The following groups should be included within prescribed consultees: •Environment Agency •Historic England •HSE •National Highways •Natural England •Sport England	The statutory consultation will be carried out in line with the requirements of the Planning Act 2008, including consulting with the relevant prescribed consultees. This will include the prescribed consultees listed by Warrington Borough Council.
WBC2	The following should also be consulted: •Canal and River Trust •Greater Manchester Ecology Unit •Parish councils in the affected area •United Utilities •Wirral and Cheshire Badger Group	The Canal and River Trust, United Utilities and the relevant Parish Councils are prescribed consultees and will be consulted in line with the requirements of the Planning Act 2008. The Greater Manchester Ecology Unit and the Wirral and Cheshire Badger Group will be defined as wider stakeholders and consulted as part of the statutory consultation.
WBC3	An in-person consultation event should also take place in central Warrington for those potentially impacted without access to private vehicles as there is a significant distance between the closest Warrington event venue and the St Helens one	As part of the statutory consultation, Cadent is undertaking a range of consultation activities to ensure all of the people interested in the Project have an opportunity to be involved in the consultation. Consultation events are one of these mechanisms and have been located in those areas closest to the route of the proposed pipeline and within the consultation zone. Specifically, an event will take place in Warrington close to the proposed spur location and another event will take place on the Warrington/Runcorn Border at Moore. All venues that have been selected are well known to the local community and, where possible, are near to public transport links. In addition to the in person consultation events consultees will be able to view consultation material online via the project website, and through virtual exhibitions. A number of online events will also be held to allow consultees a further opportunity to ask questions of the project team. It is also possible to take part fully in the consultation without attending an event. All information will be available on the project website and a phoneline (9-5, Mon-Fri) and email address will be available for people to contact the project team. The project website will include a virtual exhibition room, set up like an in-person event.

		As a result, we are not proposing to add a further in person consultation event in central Warrington.
WBC4	Confirmation that in the event that in-person events are cancelled, they would be replaced with virtual events?	People are able to take part fully in the consultation without attending an in-person event. All information will be available on the project website and a phoneline (9-5, Mon-Fri) and email address will be available for people to contact the project team. The project website will include a virtual exhibition room, set up like an in-person event. We will also be holding two online events. Should any or all in-person events need to be cancelled for any reason, the most appropriate mitigation would be identified on a case-by-case basis in consultation with the relevant Local Planning Authorities. This would typically involve expanding the number of online events, as an efficient way of replacing the in-person events.
WBC5	WBC would also recommend that the following should also be consulted: •Warrington Borough Council's Employment Development Team	Cadent welcome the opportunity to engage with Warrington Borough Councils Employment Development team and request for Warrington Borough Council to provide the appropriate email address. Cadent request that the LPA co-ordinates comments from their various departments into a single response.
Chester West and Chester Borough Council		
CWAC1	In respect the definition of consultation zones, the widened zones around the HAGIs and Block Valves are welcomed however it is recommended that this should also include construction compounds and their access points. It is also questioned if the 100m consultation zones around the pipe are appropriate. Such a narrow zone has the potential to miss parts of nearby communities which could be indirectly impacted by the development such as the villages of Elton and Moulton and areas of Barnton. It is therefore questioned whether the consultation zone purely based upon the initial scoping corridors would be appropriate? It is advised that further detail / reasoning is provided as to the selection of the consultation zone, based upon the direct and indirect effects of the project on the community, including disruption as a result of the construction operations as well as the impacts that the pipeline might have when installed.	The Scoping Corridors and initial Red Line Boundary were used to define the Consultation Zone because they formed the basis of the Consultation Zone for the Non-Statutory Consultation. As such, Cadent wanted to ensure that all those consulted during the Non-Statutory Consultation have the opportunity to find out more about the Project and provide further feedback. In areas where the proposed pipeline route is in proximity to the edge of the Scoping Corridor, a buffer is proposed to ensure that those potentially affected by the Project are also directly notified of the consultation. In response to the feedback received, Cadent is proposing to extend the Consultation Zone from 100m to 200m for the pipelines and other temporary works for additional areas added to the initial consultation zone. This includes the construction compounds and their access points. In response to Chester West and Chester Borough Council, the Consultation Zone has

		also been expanded to include the community of Elton, and the western extent of Moulton. This extension will mean that these additional consultees will receive a project postcard notifying them about the consultation. No changes have been made to the Consultation Zone near Barnton as the works in this area are limited to the more minor spurs and therefore the extent of the direct and indirect impacts is expected to be limited. However, we will provide posters to community locations in this area. The definition of the Consultation Zone does not preclude those outside of the Zone from participating in the consultation, and the SoCC outlines a variety of ways in which the consultation will be advertised, both online and in print to raise awareness in the local community and encourage consultees to provide feedback. In addition to these measures, where an in-person consultation event venue is located outside of the Consultation Zone, posters advertising these events will be placed in the local area.
CWAC2	In respect the scope of local community and wider stakeholders for assistance please find attached Hynet Consultation Document provided by the Council's Localities team providing a list of relevant organisations and persons which are advised be included in the consultation process.	The local community and wider stakeholders identified by Chester West and Chester Borough Council will be consulted as part of the statutory consultation.
CWAC3	Use of online virtual exhibitions are welcomed – It is recommended that a number of events are held at various times to account for working families and harder to reach groups.	Cadent agrees that it is important that people are given a wide range of ways to engage with the consultation. The in-person consultation events and the online events are being scheduled on a range of days and in different time slots, to allow people greater opportunity to attend. People are able to take part fully in the consultation without attending an event. All information will be available on the project website and a phoneline (9-5, Mon-Fri) and email address will be available for people to contact the project team. The project website will include a virtual exhibition room, set up like an in-person event.
CWAC4	The proposed Locations for Information Points at Frodsham and Northwich Library are supported. The use of press / newspaper advertisements and press releases as proposed are supported.	Noted.

CWAC5	It is advised that consideration is made as to the utilisation of social media (especially to reach younger groups of the community).	Cadent will be promoting the consultation through its existing social media channels. We will also be using digital advertising via Google and Spotify, partly as a tool for engaging younger audiences. They would be happy to work with the local authority to explore how content could be provided to for its own channels as well.
CWAC6	The use of in person events at Frodsham Community Centre, Moulton Village Hall, Anderton Village Hall and Whitley Village Hall are welcomed, however, for the above-mentioned reasons it is also recommended that consideration be made to hold additional in person events at other affected settlements including the village of Elton.	The Consultation Zone has been expanded to include Elton and Frodsham. The people in these communities will be notified of the statutory consultation via a Project Postcard. Since our stage one consultation, we have added an in-person event in Frodsham, to provide a location in the western part of the project area. Cadent is not proposing to hold further in-person events in the Cheshire West and Chester Borough Council area in addition to those already defined because there are a number of ways in which people can participate in the consultation. All information will be available on the project website and a phoneline (9-5, Mon-Fri) and email address will be available for people to contact the project team. The project website will include a virtual exhibition room, set up like an in-person event.
CWAC7	The proposed approach to reaching those hard-to-reach groups is supported. It is advised that this includes reaching out to young persons, including schools and collages etc. (eg by the use of social media and / or presentations at these locations).	Cadent will utilise the gatekeeper organisations listed in Appendix D of the SoCC to identify hard to reach/seldom heard groups including young persons and will engage with those identified at an early stage. Emails to the gatekeeper organisations will be sent four weeks in advance of the launch of consultations to give sufficient time for these organisations to reach individuals and groups, and to define additional support required. Cadent will be promoting the consultation through its existing social media channels. We will also be using digital advertising via Google and Spotify, partly as a tool for engaging younger audiences.
Halton Borough Council		
HB1	Press notice in Runcorn and Widnes World recommended or Runcorn Weekly news.	A press release will be issued to Runcorn and Widnes World, and the Runcorn Weekly news.
HB2	Address of consult venue in Moore should be changed to Runcorn not Warrington (Table 4.1)	The address listed in Table 4.1 of the SoCC will be changed to Runcorn.

HB3	Parish Councils should be included in a list	The relevant Parish Councils defined as prescribed consultees in accordance with the Planning Act will be consulted as part of the statutory consultation.
HB4	Daresbury Councillors should be contacted directly with info: here	The Daresbury Councillors defined as wider stakeholders will be contacted via the details provided.
Cheshire East Council		
CEC1	In respect the definition of consultation zones, the Council consider that the 100m consultation zones around the pipe should be widened to ensure nearby communities which could be indirectly impacted by the development are included.	In response to the feedback received, Cadent is proposing to extend the Consultation Zone from 100m to 200m for the pipelines and other temporary works for additional areas added to the initial consultation zone. This includes the construction compounds and their access points. The definition of the Consultation Zone does not preclude those outside of the Zone from participating in the consultation, and the SoCC outlines a variety of ways in which the consultation will be advertised, both online and in print to raise awareness in the local community and encourage consultees to provide feedback. In addition to these measures, where an in-person consultation event venue is located outside of the Consultation Zone, posters advertising these events will be placed in the local area.
CEC2	In respect the scope of local community and wider stakeholders, we would add the following Parish Councils: •Plumley Toft and Bexton •Tabley •Pickmere •High Legh •Aston by Budworth •Millington •Agden •Little Bollington*	Cadent will carry out its statutory consultation in line with the requirements of the Planning Act 2008, including consulting with the relevant parish councils who are prescribed consultees. This will include all of the parish councils / meetings listed by Cheshire East Council. *It should be noted that the Reg 11 List defines Little Bollington Parish Meeting as a non-prescribed consultee as it is a Parish Meeting rather than a Parish Council.
CEC3	Ward Councillors Chelford Ward: Marc Asquith. Email: marc.asquith@cheshireeast.gov.uk High Legh Ward: Kate Parkinson Email: kate.parkinson@cheshireeast.gov.uk	Cadent will consult with a wide range of stakeholders as part of its second consultation, including ward members representing affected communities, defined as wider stakeholders. This will include both ward members highlighted by Cheshire East Council.
CEC4	We note that the locations for Information Points do not include any libraries within Cheshire East in proximity to the route of the scheme. We would recommend these of Knutsford Library.	Cadent will include Knutsford Library as an information point for the statutory consultation.
St Helens Borough Council		

SHC1	Individuals / organisations who made comments in response to the Stage One Consultation should also be notified of the consultation, even where they are not located within the consultation zone. The fact they have made the effort to make a consultation response at the first stage indicates they have an interest in the project, so they should be kept informed and engaged, along with everyone else in the consultation zone.	The individuals / organisations who provided feedback at the Stage One Consultation will be notified of the statutory consultation where such respondents provided their contact details and consented to being contacted regarding updates to the Project. This facility was included at the first stage of consultation to allow the Project to keep respondents up to date as it developed.
SHC2	The in-person consultation events should also include Chester Lane Community Centre Library and Thatto Heath Library. They are relevant venues given the route of the proposed project. If booked in an appropriate timescale, these locations should be available.	Cadent is not proposing to hold further in-person events in the St Helens Borough Council area in addition to those already defined because there are a number of ways in which people can participate in the consultation. All information will be available on the project website and a phoneline (9-5, Mon-Fri) and email address will be available for people to contact the project team. The project website will include a virtual exhibition room, set up like an in-person event. Cadent has reviewed the venues suggested by St Helens Borough Council and considers Thatto Heath Library to be a more suitable venue to the one initially identified (World of Glass), as it is closer to residential properties in proximity to the proposed pipeline route. It is also noted that only a small number of attendees visited the World of Glass event. Cadent will therefore explore using this as the venue for its statutory consultation event.
SHC3	The information points should also include Chester Lane Community Centre Library and Thatto Heath Library.	Cadent will include Thatto Heath Library and Chester Lane Community Centre Library as information points.
SHC4	Press releases should also include industry media, for the wider area, ie. Place North West.	A press release will be issued to Place North West.
SHC5	Press advertisements and releases (and any other activities including publications) must include the St Helens Star.	A press advert will be placed in the St Helens Star and they will receive a press release.
SHC6	Only emailing the 'gatekeeper organisations' at the launch of consultation to ask what additional activities may be required to reach individuals and groups in need of additional support may not be effective in giving those individuals and organisations sufficient time to engage meaningfully by the time such activities are planned and have been run. Emails to the 'gatekeeper organisations' should be sent in advance of the launch of consultation to give sufficient time for needs to be understood and planned in properly.	Emails to the gatekeeper organisations will be sent four weeks in advance of the launch of consultations to give sufficient time for these organisations to reach individuals and groups, and to define additional support required.
SHC7	Appendix A (Project Preliminary Order Limits) -	The Preliminary Red Line Boundary (also

	should be provided in sections to aid understanding of project impact and include identifying features, ie. road names, landmarks etc. It should also include the search areas for the above ground assets.	referred to as the Preliminary Order Limits) will be included in plans presented in the consultation materials provided during the statutory consultation in sections as suggested. The materials will include the Preliminary Environmental Information Report, which will have a number of plans illustrating the location of the Project relative to local and environmental interest features.
SHC8	Appendix B (Consultation Zone) – same comments as above (for Appendix A)	The purpose of the Consultation Zone Plan is to illustrate the general location of the Project relative to the consultation activities set out in the SoCC. The consultation materials will provide more detailed plans illustrating the Project (see response above).
SHC9	Appendix C (Local & Special Interest Groups) – should include Bold Parish Council, Rainhill Parish Council, Mersey Forest, Forestry England, St Helens Chamber, Liverpool City Region Combined Authority, Liverpool City Region Local Enterprise Partnership (where these are not picked up under other consultee types)	Bold Parish Council, Rainhill Parish Council and Forestry Commission are prescribed consultees within the Planning Act 2008 process and will be consulted as part of the statutory consultation. The Mersey Forest, St Helens Chamber, the Liverpool City Region Combined Authority and the Liverpool City Region Local Enterprise Partnership will be defined as wider stakeholders and consulted as part of the statutory consultation.
SHC10	More generally, the Council should be kept informed of any planned consultation activities within the Borough, so information can be communicated internally, as and when required.	Notification of the launch of the statutory consultation will be issued by email to the Council. The statutory consultation will be carried out in accordance with the approach set out in the final published SoCC.
Trafford Council		
TC1	The main concern is that the statutory consultation zone is particularly tight to the route line on the east side throughout Trafford and to the north and south around Partington. Are you able to look at extending this zone and could this be agreement with a consultation map drawn up with Trafford Council?	In response to the feedback received, Cadent is proposing to extend the Consultation Zone from 100m to 200m for the pipelines and other temporary works outside the initial consultation zone. This includes the construction compounds and their access points. No changes have been made to the Consultation Zone near Partington as the proposed pipeline route and HAGI are located over 500m from the outskirts of Partington, and the HAGI location is separated by the intervening railway line. However, we will look to complete a targeted poster campaign in the area. The definition of the Consultation Zone does not preclude those outside of the Zone from participating in the consultation, and the SoCC outlines a variety of ways in which the

		consultation will be advertised, both online and in print to raise awareness in the local community and encourage consultees to provide feedback. In addition to these measures, where an in-person consultation event venue is located outside of the Consultation Zone, posters advertising these events will be placed in the local area. This would include community notice boards and local shops.
TC2	In addition we would advised that Trafford's adopted Statement of Community Involvement (attached) is followed wherever possible and the following groups are also directly consulted upon: •Carrington Parish Council - carringtonparishcouncil@gmail.com •Warburton Parish Council - warburtonparishcouncil@gmail.com •Dunham Massey Parish Council - dunhammasseypc@gmail.com •Partington Parish Council - info@partingtonparishcouncil.co.uk •Positive Partington (contact details to follow) •Trafford Cycle Forum - contact@traffordcycleforum.uk •Peak and Northern Footpaths Society - mail@pnfs.org.uk •Sale Civic Society - mail@pnfs.org.uk •Hale Civic Society - halecivicsociety@hotmail.com •Bowdon Conservation Group (contact details to follow)	Carrington Parish Council, Warburton Parish Council, Dunham Massey Parish Council and Partington Parish Council are prescribed consultees within the Planning Act 2008 process and will be consulted as part of the statutory consultation. The remaining organisations listed will be defined as wider stakeholders and consulted as part of the statutory consultation.

Contact us

To submit feedback, ask questions and find out more, get in touch with the project team via the contact details below:



Email: info@hynethydrogenpipeline.co.uk



Register to stay informed:
www.hynethydrogenpipeline.co.uk/keep-in-touch



Write to us: FREEPOST HYNET NWHP



Call: 0800 8606 261

Appendix F Summary of Compliance with the Consultation Methods Set out in the SoCC

Paragraph reference	Commitment	Evidence
3.2.3	We will publicise and consult on the PEIR and will be seeking comments on the information contained in it through the approaches set out in Section 4 of this SoCC.	The PEIR and a non-technical summary were published as part of the Stage Two Statutory Consultation. These were available to view on the Project website, at consultation events, and copies were available on request. Copies of the non-technical summary were also available at Information Points.
3.3.8	Section 48 of the PA 2008 requires the proposed application for development consent to be publicised in local and national newspapers and for Cadent to invite responses on the proposals. We are publishing the notice of the proposed application at the same time as undertaking our statutory consultation with local planning authorities, statutory consultees, owners and occupiers of land and the general public in respect of the Project.	Section 48 notices and combined Section 47 and 48 notices were place in three newspapers at the start of the consultation: • Manchester Evening News • The Guardian • The London Gazette These were then updated following the postponement of the consultation due the period of National Mourning following the death of Her Majesty the Queen and re-published on 22 and 29 September 2022. Copies of the statutory notices are provided in **Appendix G**.
4.2.1	The Stage Two Statutory Consultation was due to take place over a 42 day period from the 12 September 2022 to 24 October 2022. Following the need to amend the dates for the consultation as identified in the Preface to this document, the Stage Two Consultation will now take	The Stage Two Statutory Consultation, while 'unofficially' launched on 12 September 2022, was relaunched on 29 September 2022 to run until 10 November 2022, a total of 6 weeks.

Paragraph reference	Commitment	Evidence
	place for 43 days from Thursday 29 September 2022 to Thursday 10 November 2022.	
4.2.2	All consultation responses should be received by 11.59pm on 10 November 2022. This deadline will be made clear on the literature and other documents relating to the consultation.	The deadline for the receipt of consultation responses was included on the updated consultation postcard (**Appendix G)**, updated posters (**Appendix G**) and the Project website (**Appendix H**).
4.2.2	Postal responses received after this date with a date stamp on or before 24 October 2022 will be accepted.	A buffer period of four days was allowed for the receipt of postal responses with a date stamp on or before 10 November 2022. No postal responses were received during this time.
4.3.5	Cadent recognises that there may be interest in the Project beyond the Consultation Zone. The Project will therefore be promoted digitally and in print, with press releases and advertising, via media outlets whose reach extends beyond the Consultation Zone.	Print advertisements (see **Appendix G**) were placed in the Knutsford Guardian, Northwich Guardian, Warrington Guardian, Chester Standard and St Helens Star. Press releases (see **Appendix G**) were issued to local media in stages before, during and after the consultation period. Coverage was provided in a range of local and industry publications. Digital advertisements (see **Appendix G**) were placed on the websites of the Chester Standard, St Helens Star and Reach plc publications (including the Liverpool Echo and Manchester Evening News), as well as with Google and Spotify.
4.3.5	All information will also be available on the Project's website to all consultees who wish to visit, unrestricted by geographic location.	All Project and consultation information were provided on the Project website for all who wished to visit. Access to the website was

Paragraph reference	Commitment	Evidence
		not restricted by geographic location.
4.3.6	As outlined in Section 3 of this SoCC, at the same time as consulting the local community we will consult a wide range of statutory consultees on the Project, in accordance with Section 42 of the PA 2008. These include: • Host and neighbouring local authorities; • Prescribed consultees (such as Natural England and Environment Agency); and • People with an interest in land that might be affected by the proposals.	Letters (see **Appendix G**) were sent to Section 42 consultees on 29 September 2022 to notify them of the Stage Two Statutory Consultation, including a copy of the Section 48 notice and links to the Project website. Letters (see **Appendix G**) were also sent to Persons with an Interest in Land as defined under Section 44 of the PA 2008 on 5 September 2022 with a further letter (see **Appendix G**) explaining the elongation of the consultation period sent on 20 September 2022.
4.3.7	A copy of the Section 48 notice will also be sent to all "consultation bodies" in accordance with Regulation 13 of the EIA Regulations.	A copy of the Section 48 notice was sent to the consultation bodies (as defined in the EIA Regulations) along with their letters (as described above). A copy of the notice is provided in **Appendix G**.
4.3.8	We will undertake the Stage Two Statutory Consultation with the local community. This will include those living in the vicinity of the Project, businesses and non-residential properties near the proposals.	Consultation postcards (see **Appendix GG**) were distributed to residential and business addresses in the Consultation Zone on 23 August and 20 September 2022 inviting them to take part.
4.3.11	In addition to consultees prescribed under sections 42, 44 and 47 of the PA 2008, we have identified a number of individuals and organisations with whom we will voluntarily consult. These include: • Bodies and individuals who are not defined as prescribed consultees in Schedule 1 of the Infrastructure Planning	A list of wider, non-statutory stakeholders consulted as part of the Stage Two Statutory Consultation is provided in **Appendix D**.

Paragraph reference	Commitment	Evidence
	(Applications: Prescribed Forms and Procedure) Regulations 2009 (as amended). This includes local bodies and technical consultees such as local Wildlife Trust, the National Trust and the Royal Society for the Protection of Birds (RSPB): and • Ward Councillors and MPs in relevant areas.	
4.3.12	A proposed list of the wider stakeholders to be consulted will be continually reviewed alongside discussions with the local authorities with consideration of hard to reach/seldom-heard groups and consultation feedback. This is to ensure that anyone who requests to be included as a consultee has the same opportunity to provide feedback as those prescribed by legislation.	A list of wider, non-statutory stakeholders consulted as part of the Stage Two Statutory Consultation is provided in **Appendix D**.
4.4.2	At the start of the Stage Two Statutory Consultation, a postcard notifying consultees about the consultation and that our design has been updated will be issued to everyone in the Consultation Zone. This will provide a brief summary of the Project and details of the consultation, including how to provide feedback and where more information can be accessed.	Consultation postcards were sent on 23 August 2022, notifying consultees of the Stage Two Statutory Consultation. A further postcard was sent on 20 September 2022 following postponement of the consultation due the death of Her Majesty the Queen and the subsequent period of National Mourning. Copies of the postcards are provided in **Appendix G.**
4.4.3	The dedicated Project website (www.hynethydrogenpipeline.co.uk) will continue to be the primary focal point to access information about the Project. It will be fully updated to include details of the Project and the Stage Two Statutory Consultation.	Screenshots of the Project website displaying information on the Stage Two Statutory Consultation, and providing consultation materials, is included in **Appendix H**.

Paragraph reference	Commitment	Evidence
4.4.4	All information will be written in non-technical language, supplemented with visual materials, to help explain the Project. The website will make clear how people can take part in the consultation, including an interactive feedback map and online feedback form.	Screenshots of the Project website displaying information on the Stage Two Statutory Consultation, including the interactive feedback map and online feedback form, is included in **Appendix H**.
4.4.5	Following the close of the Stage Two Statutory Consultation, the website will continue to provide a library of documents that were available during the consultation but clearly indicate that the period to provide feedback has closed.	Previous consultation documents are available for view in the 'Knowledge Hub' section of the Project website.
4.4.6	For the Stage Two Statutory Consultation, we will provide documents, maps and plans to detail the nature and location of the Project. These documents will be designed to assist those who wish to comment on the Project, and will include: • Consultation Brochure - This non-technical document will summarise the elements of the Project, including maps, along with information on its potential effects. It will also provide a clear description of how people can provide feedback into the consultation; • Feedback Form – A feedback form will be provided for anyone wishing to respond, highlighting the specific matters we are seeking feedback on. The form will be capable of being completed by hand (and returnable using the 'Freepost' address) or online via the Project website; • Design Evolution Report (DER) – Details of the routeing	The consultation documents listed under Section 4.6 were published for inspection and feedback as part of the Stage Two Statutory Consultation. Copies of the documents listed are provided in **Appendix H.**

Paragraph reference	Commitment	Evidence
	process/optioneering undertaken to date; and • Environmental assessments – This will comprise the PEIR and supporting documentation which outline the assessments conducted to date, what we propose to construct and where, and the decisions made in developing our proposals.	
4.4.7	All consultation documents will be available on the Project website from the start of the consultation period, with hard copies available on request from the Project team and provided for reference at in-person events.	Copies of all consultation documents were available for inspection at in-person events, detailed in **Table 4.3**. All documents were also available for download from the Project website.
4.4.9	We will hold nine consultation events in publicly accessible venues across the Project area. Events will take place at the venues set out in Table 4.1 between 1 October 2022 and 31 October 2022 (Revised SoCC). Events will typically be four hours long. The venues that have been selected have taken reasonable steps to provide access for disabled people and are known to local communities in the vicinity of the Project. • The Milner Church Institute • Whitley Village Hall • Frodsham Community Centre • Fuse ROC Centre • Anderton Village Hall • St Stephen's Church Hall • Warrington Football Club • Thatto Heath Library • High Legh Village Hall	Consultation exhibition events were held at the following accessible venues known to the local community, as described: • The Milner Church Institute • Whitley Village Hall • Frodsham Community Centre • Fuse ROC Centre • Anderton Village Hall • St Stephen's Church Hall • Warrington Football Club • Thatto Heath Library • High Legh Village Hall Photographs of the exhibition events are provided in **Appendix H**. Members of the Project team also attended the cancelled consultation events to provide information to those that did not get the details of the cancellation.

Paragraph reference	Commitment	Evidence
	To provide a further opportunity for those who may not be able to attend in person events but want to ask questions of the Project team, the Project will also hold two online events. Consultees will be able to register to attend on the Project website. These events will consist of a presentation from the Project team and an opportunity to ask members of the project team questions.	Online webinar events were held on 4 and 20 October 2022, both from 18:00 to 19:00.
4.4.10	Members of the Project team will be available to answer questions about the proposals, assist with the interpretation of materials and provide guidance on the completion of feedback forms.	Members of the Project team were on hand to answer questions from attendees at the consultation events. Photographs of the Project team at the consultation events are provided in **Appendix H**.
4.4.11	If government advice or local circumstances change as a result of the COVID-19 pandemic, and it is necessary to adjust the approach to public exhibitions, we will engage with the host local authorities to agree suitable alternative arrangements; such as further digital consultation events/activities.	Government advice and local circumstances related to COVID-19 remained unchanged for the consultation period, meaning that it was not necessary for alternative arrangements to be agreed.
4.4.12	If the need arises to cancel the use of consultation event locations due to the COVID-19 pandemic, all consultation materials will remain available on the Project website.	Venues did not become unavailable due to the COVID-19 pandemic, meaning that this course of action was not required.
4.4.13	Should any in-person events need to be cancelled for any reason, the most appropriate mitigation would be identified on a case-by-case basis in consultation with the relevant local planning authorities. This would typically involve expanding the number of online events, as an	Due to the period of National Mourning after the death of Her Majesty the Queen, in-person events were postponed and rescheduled for after this period. This was accompanied by a revision to the SoCC in consultation with the host local planning authorities, and additional

Paragraph reference	Commitment	Evidence
	efficient way of replacing the in-person events.	publicity to notify consultees of date changes. No further online events were undertaken.
4.4.14	In addition to the in-person consultation events, we will provide a virtual exhibition space, accessed via the Project website. This will allow consultees to view and access the materials provided at the in-person exhibition events and submit their feedback.	The virtual exhibition space was included on the Project website, published on 12 September 2022, and remained live throughout the consultation period.
4.4.15	To provide a further opportunity for those who may not be able to attend in person events but want to ask questions of the Project team, the Project will also hold two online events. Consultees will be able to register to attend on the Project website. These events will consist of a presentation from the Project team and an opportunity to ask members of the Project team questions.	Online webinar events were held on 4 and 20 October 2022, both from 18:00 to 19:00.
4.4.18	During the consultation, hard copies of the Consultation Brochure and the PEIR Non-Technical Summary (NTS) will be available for inspection from the following publicly accessible locations: • Chester Lane Community Centre Library • Frodsham Library • Grappenhall Library • Knutsford Library • Northwich Library • Partington Library • Rainhill Library • Runcorn Old Town Library	Hard copies of the consultation brochure, the non-technical summary of the PEIR, and the SoCC were available for inspection at the Information Points listed, apart from Northwich Library due to a short term closure. A further Information Point (Weaverham Library) was included within this locality as an alternative place to view documents. Photographs of the Information Points are included in **Appendix H**.

Paragraph reference	Commitment	Evidence
	• St Helens Library • Thatto Heath Library • Weaverham Library • Warrington Library	
4.4.19	If the need arises to cancel the use of information points due to the COVID-19 pandemic, all consultation materials will remain available on the Project website.	Information Points did not become unavailable due to the COVID-19 pandemic, meaning that this course of action was not required.
4.4.21	At the start of the Stage Two Statutory Consultation, Cadent will publish statutory notices (as outlined in Section 3 of this SoCC) in local and national newspapers providing details about the consultation, as required by Section 47 and Section 48 of the PA 2008.	Statutory notices were placed in three newspapers (Manchester Evening News, The Guardian and The London Gazette) and ran on 5 September and 12 and 19 September 2022. Updated statutory notices were then re-published on 22 and 29 September 2022 following postponement of the consultation due to the period of National Mourning. Copies of these notices are provided in **Appendix G**.
4.4.22 to 4.4.25	Three press releases will be issued to the local media during the consultation. The first press release will be issued by 22 September 2022. It will announce that “consultation is open” and set out key information on what the consultation will cover and how the local community can get involved and provide feedback. The second press release will be issued in the middle of consultation. It will include raising awareness of the upcoming deadline for feedback and encourage the local community to take part.	The first press release was issued on 20 September 2022, announcing commencement of the consultation and advising of rescheduled events due to the period of National Mourning. The second press release was issued on 31 September 2022 raising awareness of the upcoming deadline for feedback. The final press release was issued 11 October 2022 confirming closure of the consultation period. Copies of these press releases are included in **Appendix G**.

Paragraph reference	Commitment	Evidence
	A final press release will be issued after the close of consultation. This will confirm that the consultation is now closed and will thank the local community for taking part.	
4.4.26	Notification of the consultation will be issued by email to all prescribed consultees (i.e. those identified in Schedule 1 of the 2009 Regulations) at the start of the consultation period, along with all stakeholders who have registered for email updates through the Project website. This includes all host authorities.	Notification emails were sent on 1 September 2022 to all prescribed consultees and stakeholders who registered for email updates. For the six consultees that the Project team did not have email addresses for - Greater Manchester Combined Authority, Mersey Reactive Power Limited, Electricity North West Limited, Carrington Power Limited, Peel Ports, and Transport for the North - hard copies of the notification letter were sent by post on the 27th September 2022. Further email notifications were sent on 9 and 22 September 2022 to announce the postponement of the consultation due to the death of Her Majesty the Queen and to provide details of the rescheduled events, respectively.
4.4.27	Where an in-person consultation event venue is located outside of the Consultation Zone, posters advertising these events will be placed in the local area.	Where in-person consultation events took place outside of the Consultation Zone, posters advertising these events were placed in the local area. Following the postponement of the Stage Two Statutory Consultation due to the death of Her Majesty the Queen, new posters were sent to Information Points with the revised consultation events schedule. A request was made to the venues that the old posters be removed

Paragraph reference	Commitment	Evidence
		from the Information Points and the new posters presented.
4.4.28	An advertising campaign will take place across regional print media, online regional platforms, Google Ads, Spotify and social media in the week of consultation launch. This will include publishing adverts in the publications set out below in Table 4.3 to raise awareness of the consultation and encourage people to provide feedback. • Knutsford Guardian (print) • Northwich Guardian (print) • Warrington Guardian (print) • Liverpool Echo (online) • Chester Standard (print and digital) • St Helens Star (print and digital) • Reach plc publications (including Manchester Evening News and Liverpool Echo) (digital)	Print advertisements (see **Appendix G**) were placed in the Knutsford Guardian, Northwich Guardian, Warrington Guardian, Chester Standard and St Helens Star. Press releases (see **Appendix G**) were issued to local media in stages before, during and after the consultation period. Coverage was provided in a range of local and industry publications. Digital advertisements (see **Appendix G**) were placed on the websites of the Chester Standard, St Helens Star and Reach plc publications (including the Liverpool Echo and Manchester Evening News), as well as with Google and Spotify. Social media content was posted from the HyNet North West Project's Facebook, Twitter and LinkedIn pages. Copies of these posts are included in **Appendix G**.
4.4.29	A dedicated contact number (0800 860 6261) will be provided for the duration of the Stage Two Statutory Consultation. This was previously used successfully during the Stage One Consultation. Contact details will be publicised in all consultation materials.	The dedicated contact number was live and operational 24 hours a day for the duration of the consultation. The contact number was included on the consultation postcards, brochure, posters, feedback form and published SoCC.
4.4.30	Consultees will be able to call the contact team to discuss the Project, leave a message or request hard copies of documents. We aim to respond to all queries relating to the	33 telephone enquiries were received during the consultation period, all of which were responded to by the Project team.

Paragraph reference	Commitment	Evidence
	consultation and the Project promptly and within a reasonable timeframe.	
4.4.31	The dedicated contact email address previously available during the Stage One Consultation 'info@hynethydrogenpipeline.co.uk' will also be provided for the Stage Two Statutory Consultation for queries.	The dedicated contact email address was live during the consultation period and remained available following close of the consultation period. 200 enquiries were received and responded to through this channel.
4.5.1	Cadent recognises that some consultees will be unable to participate in the consultation without assistance and will ensure that all members of the community can participate and are not disadvantaged in the consultation process. To enable this, we will: • Ensure all exhibition venues selected have taken reasonable steps to provide access for disabled people; • Use local venues known to be used and accessible by hard-to-reach/seldom heard groups where possible; • Provide translation services where appropriate, on request; and • Publish the consultation brochure in large copy print, audio or Braille on request.	Public exhibition events were held at the following accessible venues known to the local community: • The Milner Church Institute • Whitley Village Hall • Frodsham Community Centre • Fuse ROC Centre • Anderton Village Hall • St Stephen's Church Hall • Warrington Football Club • Thatto Heath Library • High Legh Village Hall Translation services were available on request were appropriate. Large copy print, audio and Braille versions of the consultation brochure were also available on request. To provide a further opportunity for those who may not be able to attend in person events but want to ask questions of the Project team, the Project also held two online events. Online webinar events were held on 4 and 20 October 2022, both from 18:00 to 19:00.

Paragraph reference	Commitment	Evidence
4.5.2	Cadent has also identified a number of gatekeeper organisations, which represent individuals or groups that may need additional activities to take part in the consultation (see **Appendix D**). The Project will email these groups four weeks in advance of the consultation launch to give sufficient time for these organisations to reach individuals and groups, and to define additional support required.	Gatekeeper organisations were notified by email on 16 August 2022, four weeks in advance of the original consultation launch. Further emails were sent to these groups on 9 and 22 September 2022 to advise of the postponement of the consultation and to provide details of the rescheduled events, respectively.

Appendix G Promotional Materials

Hydrogen Pipeline Public Consultation

Take part: 12 September to 24 October 2022

HyNet North West Hydrogen Pipeline

Delivering clean growth

Decarbonising industry in the North West

From 12 September to 24 October 2022 we will be holding our second round of consultation on plans for the HyNet North West Hydrogen Pipeline. We will present refined plans for further review, including:

- Proposed locations for the pipeline, Hydrogen Above Ground Installations and temporary construction areas
- Results from the first stages of environmental assessment
- Our initial outline plans for construction

This is likely to be the final route-wide consultation on these plans, so take part and have your say.

There are lots of ways you can take part in the consultation and our first in-person event takes place on 14 September 2022.

See the full events schedule and other ways to take part on the reverse.



An illustration of the area we will be working in.

Visit our website from 12 September 2022 to view the interactive map.

Give us your feedback – from 12 September to 24 October 2022 you can find out more and share feedback online: **www.hynethydrogenpipeline.co.uk**

Or to access our website, scan this QR code with your phone's camera.

Cadent

Your Gas Network

This consultation will run from **12 September to 24 October 2022.**

There will be a number of ways for you to find out more information and provide feedback:



View the interactive map at **feedback.hynethydrogenpipeline.co.uk** and log your feedback electronically



Email **info@hynethydrogenpipeline.co.uk**



Pop into an in-person consultation event, speak with our team, review the consultation information and provide your feedback via our hard copy feedback form or interactive map. Alternatively, contact our team by phone or email to find out your nearest information point or to request a feedback form in the post.



Write to us at **FREEPOST HYNET NWHP**

Find out more at one of our in-person or online events:		
St Stephen's Church Hall	14 Sept	10am to 1pm
High Legh Village Hall	14 Sept	3:30pm to 7:30pm
Warrington Football Club	15 Sept	2:30pm to 6:30pm
Anderton Village Hall	21 Sept	10am to 1pm
Whitley Village Hall	21 Sept	4:30pm to 8:30pm
Frodsham Community Centre	22 Sept	10am to 1pm
The Fuse ROC Centre	22 Sept	4pm to 8pm
Thatto Heath Library	30 Sept	12pm to 4pm
The Milner Church Institute	1 Oct	10am to 3pm
Please register for one of our two online events by visiting www.hynethydrogenpipeline.co.uk/meet-the-team		
Online event 1	27 Sept	6pm to 7pm
Online event 2	4 Oct	6pm to 7pm

Any questions? Email **info@hynethydrogenpipeline.co.uk** or call the project team on **0800 860 6261**.

Hydrogen Pipeline Public Consultation
EVENTS RESCHEDULED FOR OCTOBER
Take part: 12 September to 10 November

HyNet North West Hydrogen Pipeline

Delivering clean growth

On 12 September 2022, we launched our second round of consultation on proposals for the HyNet North West Hydrogen Pipeline. We have presented refined plans for further review, including:

- Proposed locations for the pipeline, Hydrogen Above Ground Installations and temporary construction areas
- Results from the first stages of environmental assessment
- Our initial outline plans for construction

In light of the sad passing of Her Majesty Queen Elizabeth II, we took the decision to postpone the in-person and online events that were due to take place in September.

These events have been rescheduled to run in October.

As a result, our consultation period has also been extended. Previously, our consultation was set to end on 24 October 2022. Instead, consultation will now end on 10 November 2022.

See the reverse for event details, ways to find out more and how to take part.



Visit our website to find out more and share feedback online:
www.hynethydrogenpipeline.co.uk

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Fuse ROC Centre	18 Oct	10am to 1pm
Anderton Village Hall	18 Oct	3pm to 7pm
St Stephen's Church Hall	19 Oct	10am to 1pm
Warrington Football Club	19 Oct	3pm to 7pm
Thatto Heath Library	28 Oct	10am to 1pm
High Legh Village Hall	31 Oct	9:30am to 12:30pm
Please register for one of our two online events by visiting www.hynethydrogenpipeline.co.uk/meet-the-team		
Online event 1	4 Oct	6pm to 7pm
Online event 2	20 Oct	6pm to 7pm

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Hydrogen Pipeline Public Consultation

Take part: 12 September to 24 October 2022

HyNet North West Hydrogen Pipeline

Delivering clean growth



An illustration of the area we will be working in.

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This is likely to be the final route-wide consultation on these plans, so take part and have your say.

There are lots of ways you can take part in the consultation and our first in-person event takes place on 14 September 2022.

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Give us your feedback

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Cadent

Your Gas Network

Hydrogen Pipeline Public Consultation
EVENTS RESCHEDULED FOR OCTOBER
Take part: 12 September to 10 November

HyNet North West Hydrogen Pipeline

Delivering clean growth



An illustration of the area we will be working in.

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Cadent
Your Gas Network

HyNet North West Hydrogen Pipeline

Delivering clean growth

6 September 2022

Transport for the North
2nd Floor
4 Picaadilly Place
Manchester
M1 3BN

Dear Sir/Madam

Cadent Gas Limited's (Cadent) HyNet North West Hydrogen Pipeline

Statutory Consultation under Section 42 of the Planning Act 2008 ("the Act") (as amended) and the Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009

Notification under Regulation 11 of the Infrastructure Planning (Environmental Impact Assessment) Regulations 2009 ("EIA Regulations")

I am writing to inform you of the start of the statutory consultation for Cadent's proposed HyNet North West Hydrogen Pipeline ("the Project"). Your organisation has been identified as a consultee for the Project and I am writing in accordance with Section 42 of the Planning Act 2008 ("the Act") (as amended) and the Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009.

The Project

The Project includes the construction, operation and maintenance of up to 125km of new pipelines to distribute hydrogen to industry, power stations and locations on the existing natural gas network in the North West, where hydrogen could potentially be blended with natural gas. The pipeline network would connect to a newly constructed Hydrogen Production Plant at the Vertex Hydrogen site, as the initial source of hydrogen for onward distribution through the network, as well as to a proposed underground hydrogen storage facility.

A Central Hub connects the four main pipeline corridors that stretch across Cheshire, Warrington, parts of Merseyside and Greater Manchester in all four compass directions. Branching off from each main corridor there would be spurs - smaller pipelines - that provide connections to some of the customers identified as part of the Project. The pipeline would be buried below the ground along the entire route, apart from short sections within secure compounds at locations where Hydrogen Above Ground Installations (HAGIs) and Block Valves are required.

More details of what the project comprises can be found in the attached notice under Section 48 of the Act.

Cadent, the UK's largest gas distributor, is currently developing a number of projects to support future hydrogen use across England and is the Applicant.

Supporting materials

To help you understand more about the project, we are providing our *Statutory Consultation Brochure* and *Feedback Form*. We have also published a *Design Evolution Report*, which provides background to the project and describes the different options and alternatives we considered.

HyNet North West Hydrogen Pipeline

Delivering clean growth

You can also find out more about the project, including all of the relevant documents and details of the consultation events on the project website: www.hynethydrogenpipeline.co.uk/

Taking part in this consultation

The consultation is open from 12 September 2022 to 24 October 2022. This is likely to be the last route-wide consultation on these proposals prior to submission of the application for a Development Consent Order to the Secretary of State for Business, Energy and Industrial (BEIS) (via the Planning Inspectorate), so we would encourage you to take part.

There are several ways to submit feedback:

- **Feedback form**
  Available on the project website (www.hynethydrogenpipeline.co.uk)
- **Interactive map**
  Available on the project website (www.hynethydrogenpipeline.co.uk)
- **By email**
  info@hynethydrogenpipeline.co.uk
- **In writing**
  FREEPOST HYNET NWHP
  (please be advised it is not possible to send registered post to a freepost address)

Please respond to this consultation no later than 23:59, 24 October 2022.

Following the consultation we will consider consultation feedback, review the Project and consider if changes are needed to further reduce any effects created by the Project.

Further details about the Consultation

The Project is an Environmental Impact Assessment (EIA) development (as defined in the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017) and therefore we will submit an Environmental Statement as part of our Application. We have made initial environmental information available in the form of a Preliminary Environmental Information Report (PEIR) and a non-technical summary of the PEIR, which are available at: https://www.hynethydrogenpipeline.co.uk/our-current-proposals/knowledge-hub/

Cadent is also required to provide your organisation with a copy of the notice, which is being published in accordance with Section 48 of the Planning Act 2008 and other relevant regulations and this is attached.

Following the consultation, an EIA will be undertaken which will assess the likely significant effects of the Project and the measures proposed to mitigate them. The findings of the EIA will be set out in an Environmental Statement, which will accompany the Development Consent Order (DCO) application.

Copies of the documents and information referenced in this correspondence may also be obtained by calling the project team on 0800 860 6261 or by emailing info@hynethydrogenpipeline.co.uk. An electronic or paper copy may be requested. A reasonable copying charge will apply for paper copies only (up to a maximum of £150 for the full suite of documents).

The Development Consent Order (DCO) process

This Project is a Nationally Significant Infrastructure Project and will require Cadent to submit an application for development consent to the Secretary of State (BEIS) (via the Planning Inspectorate). **Cadent expects to submit its application in Spring 2023**.

HyNet North West Hydrogen Pipeline

Delivering clean growth

We will be applying for development consent that includes a number of other provisions, including those which authorise the compulsory acquisition of land, and rights over land to construct and maintain the proposed development, as necessary.

Safely managing your data

Responses to this consultation will form part of the DCO Consultation Report, which will be reviewed by the Planning Inspectorate and Secretary of State (BEIS) when deciding whether the application should be granted consent.

Therefore, when providing feedback, be mindful that its contents may be communicated to others as part of the DCO Consultation Report and DCO process.

Personal details will be held securely and solely for the purposes connected with this consultation, the DCO process and further development of the project. Outside of this, Cadent may be required to provide personal details if specifically requested as part of a Freedom of Information Act request, or if the Planning Inspectorate requests original responses.

The Project's privacy notice can be found at www.hynethydrogenpipeline.co.uk/privacy.

Should you have any questions about this correspondence, the Project, or the consultation, please do not hesitate to contact us using the details provided above.

Yours sincerely

Robert Donovan
Project Director - West
HyNet North West Hydrogen Pipeline

HyNet North West Hydrogen Pipeline

Delivering clean growth

Good afternoon

In light of the sad news of the death of Queen Elizabeth II, we wanted to update you on our plans to deliver a statutory consultation for Cadent's HyNet North West Hydrogen Pipeline project.

The pipeline we are developing is part of the HyNet North West low carbon cluster programme. Its role is to safely transport low carbon hydrogen to industrial customers in the North West, decarbonising heavy industry.

As you may be aware, we are set to launch our second and statutory consultation for the Project on Monday 12th September. This is part of our work to develop the proposals for the Project, and secure planning permission to build the pipeline, which is called a Development Consent Order (DCO).

Given yesterday's news however, we have taken the decision to postpone all our consultation events. This will be clearly communicated on our project website, and we will provide new event dates and locations as soon as we can. We are also considering an extension to our consultation period, which currently ends on 24th October 2022.

At 10am on Monday 12th September we will be updating our project website (www.hynethydrogenpipeline.co.uk) with all our consultation documents so you can view and download them. You can also find out where hard copy documents will be in the project area to view.

Please note, we are still accepting feedback from Monday 12th September, and you can give us your views by:

- Using the interactive feedback map and online feedback form, both on our project website
- Sending an email to: info@hynethydrogenpipeline.co.uk
- Sending written feedback to the freepost address: FREEPOST HYNET NWHP

We will contact you again as soon as we can, to formally notify you of our consultation, any extension and new event times and locations.

In the meantime, thank you for your patience and if you have any questions, please do not hesitate to contact us. You can do so by emailing info@hynethydrogenpipeline.co.uk, or calling Freephone 0800 860 6261.

Kind regards

Robert Donovan
Project Director
HyNet North West Hydrogen Pipeline, Cadent

HyNet North West Hydrogen Pipeline

Delivering clean growth



info@hynethydrogenpipeline.co.uk



FREEPOST HYNET NWHP

Cadent

Your Gas Network

HyNet North West Hydrogen Pipeline

Delivering clean growth

27 September 2022

Transport for the North
2nd Floor
4 Piccadilly Place
Manchester
M1 3BN

Dear Sir/Madam

Cadent Gas Limited's (Cadent) HyNet North West Hydrogen Pipeline

Statutory Consultation under Section 42 of the Planning Act 2008 ("the Act") (as amended) and the Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009

['Notification under Regulation 11 of the Infrastructure Planning (Environmental Impact Assessment) Regulations 2009 ("EIA Regulations")

I am writing to inform you of the start of the statutory consultation for Cadent's proposed HyNet North West Hydrogen Pipeline ("the Project"). Your organisation has been identified as a consultee for the Project and I am writing in accordance with Section 42 of the Planning Act 2008 ("the Act") (as amended) and the Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009.

The Project

The Project includes the construction, operation and maintenance of up to 125km of new pipelines to distribute hydrogen to industry, power stations and locations on the existing natural gas network in the North West, where hydrogen could potentially be blended with natural gas. The pipeline network would connect to a newly constructed Hydrogen Production Plant at the Vertex Hydrogen site, as the initial source of hydrogen for onward distribution through the network, as well as to a proposed underground hydrogen storage facility.

A Central Hub connects the four main pipeline corridors that stretch across Cheshire, Warrington, parts of Merseyside and Greater Manchester in all four compass directions. Branching off from each main corridor there would be spurs - smaller pipelines - that provide connections to some of the customers identified as part of the Project. The pipeline would be buried below the ground along the entire route, apart from short sections within secure compounds at locations where Hydrogen Above Ground Installations (HAGIs) and Block Valves are required.

More details of what the project comprises can be found in the attached notice under Section 48 of the Act.

Cadent, the UK's largest gas distributor, is currently developing a number of projects to support future hydrogen use across England and is the Applicant.

Supporting materials

To help you understand more about the project, we are providing our *Statutory Consultation Brochure* and *Feedback Form*. We have also published a *Design Evolution Report*, which provides background to the project and describes the different options and alternatives we considered.

You can also find out more about the project, including all of the relevant documents and details of the consultation events on the project website: www.hynethydrogenpipeline.co.uk/

Taking part in this consultation

This statutory consultation is open from 29 September 2022 to 10 November 2022. The formal notification of this consultation was changed from 12 September 2022 to 29 September 2022 and the end date has been extended to 10 November 2022. This action was taken in light of the sad passing of Her Majesty Queen Elizabeth II. The supporting materials have been available on the project website since 12 September 2022, and we have been accepting feedback since this date.

This is likely to be the last route-wide consultation on these proposals prior to submission of the application for a Development Consent Order to the Secretary of State for Business, Energy and Industrial (BEIS) (via the Planning Inspectorate), so we would encourage you to take part.

There are several ways to submit feedback:

- **Feedback form**
  Available on the project website (www.hynethydrogenpipeline.co.uk)
- **Interactive map**
  Available on the project website (www.hynethydrogenpipeline.co.uk)
- **By email**
  info@hynethydrogenpipeline.co.uk
- I**n writing**
  FREEPOST HYNET NWHP
  (please be advised it is not possible to send registered post to a freepost address)

Please respond to this consultation no later than 23:59, 10 November 2022.

Following the consultation we will consider consultation feedback, review the Project and consider if changes are needed to further reduce any effects created by the Project.

Further details about the Consultation

The Project is an Environmental Impact Assessment (EIA) development (as defined in the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017) and therefore we will submit an Environmental Statement as part of our Application. We have made initial environmental information available in the form of a Preliminary Environmental Information Report (PEIR) and a non-technical summary of the PEIR, which are available at: https://www.hynethydrogenpipeline.co.uk/our-current-proposals/knowledge-hub/

Cadent is also required to provide your organisation with the copy of the notice which is being published in accordance with Section 48 of the Planning Act 2008 and other relevant regulations and this is attached below.

Following the consultation, an EIA will be undertaken which will assess the likely significant effects of the Project and the measures proposed to mitigate them. The findings of the EIA will be set out in an Environmental Statement, which will accompany the Development Consent Order (DCO) application.

Copies of the documents and information referenced in this correspondence may also be obtained by calling the project team on 0800 860 6261 or by emailing info@hynethydrogenpipeline.co.uk. An electronic or paper copy may be requested. A reasonable copying charge will apply for paper copies only (up to a maximum of £150 for the full suite of documents).

The Development Consent Order (DCO) process

This Project is a Nationally Significant Infrastructure Project and will require Cadent to submit an application for development consent to the Secretary of State (BEIS) (via the Planning Inspectorate). **Cadent expects to submit its application in Spring 2023**.

We will be applying for development consent that includes a number of other provisions, including those which authorise the compulsory acquisition of land, and rights over land to construct and maintain the proposed development, as necessary.

Safely managing your data

Responses to this consultation will form part of the DCO Consultation Report, which will be reviewed by the Planning Inspectorate and Secretary of State (BEIS) when deciding whether the application should be granted consent.

Therefore, when providing feedback, be mindful that its contents may be communicated to others as part of the DCO Consultation Report and DCO process.

Personal details will be held securely and solely for the purposes connected with this consultation, the DCO process and further development of the project. Outside of this, Cadent may be required to provide personal details if specifically requested as part of a Freedom of Information Act request, or if the Planning Inspectorate requests original responses.

The Project's privacy notice can be found at www.hynethydrogenpipeline.co.uk/privacy

Should you have any questions about this correspondence, the Project, or the consultation, please do not hesitate to contact us using the details provided above.

Yours sincerely

Robert Donovan
Project Director - West
HyNet North West Hydrogen Pipeline

HyNet North West Hydrogen Pipeline

Delivering clean growth

Dear Sir/Madam

29 September 2022
Statutory Consultation under Section 42 of the Planning Act 2008 ("the Act") (as amended) and the Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009

['Notification under Regulation 11 of the Infrastructure Planning (Environmental Impact Assessment) Regulations 2009 ("EIA Regulations")

I am writing to inform you of the start of the statutory consultation for Cadent's proposed HyNet North West Hydrogen Pipeline ("the Project"). Your organisation has been identified as a consultee for the Project and I am writing in accordance with Section 42 of the Planning Act 2008 ("the Act") (as amended) and the Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009.

The Project

The Project includes the construction, operation and maintenance of up to 125km of new pipelines to distribute hydrogen to industry, power stations and locations on the existing natural gas network in the North West, where hydrogen could potentially be blended with natural gas. The pipeline network would connect to a newly constructed Hydrogen Production Plant at the Vertex Hydrogen site, as the initial source of hydrogen for onward distribution through the network, as well as to a proposed underground hydrogen storage facility.

A Central Hub connects the four main pipeline corridors that stretch across Cheshire, Warrington, parts of Merseyside and Greater Manchester in all four compass directions. Branching off from each main corridor there would be spurs - smaller pipelines - that provide connections to some of the customers identified as part of the Project. The pipeline would be buried below the ground along the entire route, apart from short sections within secure compounds at locations where Hydrogen Above Ground Installations (HAGIs) and Block Valves are required.

More details of what the project comprises can be found in the attached notice under Section 48 of the Act.

Cadent, the UK's largest gas distributor, is currently developing a number of projects to support future hydrogen use across England and is the Applicant.

Supporting materials

To help you understand more about the project, we are providing our *Statutory Consultation Brochure* and *Feedback Form*. We have also published a *Design Evolution Report*, which provides background to the project and describes the different options and alternatives we considered.

You can also find out more about the project, including all of the relevant documents and details of the consultation events on the project website: www.hynethydrogenpipeline.co.uk/

Taking part in this consultation

This statutory consultation is open from 29 September 2022 to 10 November 2022. The formal notification of this consultation was changed from 12 September 2022 to 29 September 2022 and the end date has been extended to 10 November 2022. This action was taken in light of the sad passing of Her Majesty Queen Elizabeth II. The supporting materials have been available on the project website since 12 September 2022, and we have been accepting feedback since this date.
This is likely to be the last route-wide consultation on these proposals prior to submission of the application for a Development Consent Order to the Secretary of State for Business, Energy and Industrial (BEIS) (via the Planning Inspectorate), so we would encourage you to take part.

There are several ways to submit feedback:

- **Feedback form**

Available on the project website (www.hynethydrogenpipeline.co.uk)

- **Interactive map**

Available on the project website (www.hynethydrogenpipeline.co.uk)

- **By email**

info@hynethydrogenpipeline.co.uk

- **In writing**

FREEPOST HYNET NWHP
(please be advised it is not possible to send registered post to a freepost address)
Please respond to this consultation no later than 23:59, 10 November 2022.

Following the consultation we will consider consultation feedback, review the Project and consider if changes are needed to further reduce any effects created by the Project.

Further details about the Consultation

The Project is an Environmental Impact Assessment (EIA) development (as defined in the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017) and therefore we will submit an Environmental Statement as part of our Application. We have made initial environmental information available in the form of a Preliminary Environmental Information Report (PEIR) and a non-technical summary of the PEIR, which are available at: https://www.hynethydrogenpipeline.co.uk/our-current-proposals/knowledge-hub/

Cadent is also required to provide your organisation with the copy of the notice which is being published in accordance with Section 48 of the Planning Act 2008 and other relevant regulations and this is attached below.

Following the consultation, an EIA will be undertaken which will assess the likely significant effects of the Project and the measures proposed to mitigate them. The findings of the EIA will be set out in an Environmental Statement, which will accompany the Development Consent Order (DCO) application.

Copies of the documents and information referenced in this correspondence may also be obtained by calling the project team on 0800 860 6261 or by emailing info@hynethydrogenpipeline.co.uk. An electronic or paper copy may be requested. A reasonable copying charge will apply for paper copies only (up to a maximum of £150 for the full suite of documents).

The Development Consent Order (DCO) process

This Project is a Nationally Significant Infrastructure Project and will require Cadent to submit an application for development consent to the Secretary of State (BEIS) (via the Planning Inspectorate). **Cadent expects to submit its application in Spring 2023**.

We will be applying for development consent that includes a number of other provisions, including those which authorise the compulsory acquisition of land, and rights over land to construct and maintain the proposed development, as necessary.

Safely managing your data

Responses to this consultation will form part of the DCO Consultation Report, which will be reviewed by the Planning Inspectorate and Secretary of State (BEIS) when deciding whether the application should be granted consent.

Therefore, when providing feedback, be mindful that its contents may be communicated to others as part of the DCO Consultation Report and DCO process.

Personal details will be held securely and solely for the purposes connected with this consultation, the

DCO process and further development of the project. Outside of this, Cadent may be required to provide personal details if specifically requested as part of a Freedom of Information Act request, or if the Planning Inspectorate requests original responses.

The Project's privacy notice can be found at www.hynethydrogenpipeline.co.uk/privacy

Should you have any questions about this correspondence, the Project, or the consultation, please do not hesitate to contact us using the details provided above.

Yours sincerely

Robert Donovan

Project Director - West
HyNet North West Hydrogen Pipeline

Cadent Gas Limited (Cadent) - HyNet North West Hydrogen Pipeline
Section 48 Planning Act 2008

REGULATION 4 INFRASTRUCTURE PLANNING (APPLICATIONS: PRESCRIBED FORMS AND PROCEDURE) REGULATIONS 2009

REGULATION 13 INFRASTRUCTURE PLANNING (ENVIRONMENTAL IMPACT ASSESSMENT) REGULATIONS 2017

HYNET NORTH WEST HYDROGEN PIPELINE PROJECT (THE "PROJECT")

NOTICE PUBLICISING A PROPOSED APPLICATION FOR A DEVELOPMENT CONSENT ORDER ("DCO")

Notice is hereby given that Cadent (the "Applicant") of Pilot Way, Ansty CV7 9JU intends to make an application to the Secretary of State for Business, Energy and Industrial Strategy (BEIS) under Section 37 of the Planning Act 2008 for development consent (the "Application").

The Project includes the construction, operation and maintenance of up to 125km of new pipelines to distribute hydrogen to industry, power stations and locations on the existing natural gas network in the North West, where hydrogen could potentially be blended with natural gas. The pipeline network would connect to a newly constructed Hydrogen Production Plant at the Vertex Hydrogen site, as the initial source of hydrogen for onward distribution through the network, as well as to a proposed underground Hydrogen Storage Facility.

A Central Hub connects the four main pipeline corridors that stretch across Cheshire, Warrington, parts of Merseyside and Greater Manchester in all four compass directions. Branching off from each main corridor there would be spurs - smaller pipelines – that provide connections to some of the customers identified as part of the Project. The pipeline would be buried below the ground along the entire route, apart from short sections within secure compounds at locations where Hydrogen Above Ground Installations (HAGIs) and Block Valve Installations (BVIs) are required.

A Section 35 direction has recently been provided by the Secretary of State for BEIS, which determines the Project's status as an NSIP.

The Project comprises:

- an onshore network of new pipelines to transport low carbon hydrogen from a Hydrogen Production Plant in Cheshire, to industrial customers, and for potential blending into the existing natural gas network in the North West;
- a number of HAGIs and BVIs to allow sections of the pipeline to be isolated for maintenance;

- areas of mitigation, restoration and/or reinstatement; and
- further development to enable the construction of the Project, for example, construction sites, lay-down areas and site access.

The DCO application will also cover:

- operation and maintenance and decommissioning of the Project;
- the compulsory acquisition of land including rights in or over land required for the purposes of the Project, land required to facilitate or is incidental to the Project;
- the application and/or disapplication of legislation relevant to the Project including that relating to the compulsory acquisition of land; and
- further provisions, permissions or consents as are necessary and/or convenient.

The Project is an Environmental Impact Assessment (EIA) development as defined in the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017. Consequently, the Applicant will submit an Environmental Statement as part of the Application.

The Applicant has made initial environmental information available in the form of a Preliminary Environmental Information Report (PEIR) and a non-technical summary ("NTS") of the PEIR. The Applicant has also prepared other reports, documents, plans and maps which show the nature, location and proposed extent of the Project.

Copies of the above documents and further details about the Project will be available to download free of charge on the Applicant's website at the start of the statutory consultation on **12 September 2022**: **www.hynethydrogenpipeline.co.uk/our-current-proposals/knowledge-hub/**. Details of consultation events are also available on this website.

Alternatively, they may be obtained by calling the community relations team on **0800 860 6261** or by emailing **info@hynethydrogenpipeline.co.uk** following the launch of consultation and may be requested as an electronic or paper copy. A reasonable copying charge will apply for paper copies only (up to a maximum of £150 for the full suite of documents). An electronic copy will be free of charge.

Paper copies of the consultation brochure and PEIR NTS can be viewed at various reference locations in the Project area from the 12 September 2022. A full list of reference locations can be found on the Applicant's website: **www.hynethydrogenpipeline.co.uk/our-current-proposals/knowledge-hub/.**

The documents referred to above will be available for inspection on the project website until 23:59 on 10 November 2022.

The consultation will run from **12 September to 23:59 on 10 November 2022**.

The Applicant can be contacted for enquiries in relation to any of the above on **0800 860 6261** or by email to: **info@hynethydrogenpipeline.co.uk**.

There are several ways to submit responses:

- **Feedback form**

Available on the project website **(www.hynethydrogenpipeline.co.uk)**, at community events or by request from the community relations team

- **Interactive map**

Available on the project website

- **By email**

info@hynethydrogenpipeline.co.uk

- **In writing**

FREEPOST HYNET NWHP (Please be advised it is not possible to send registered post to a freepost address)

HyNet North West Hydrogen Pipeline

Delivering clean growth

Any responses to, or other representations in respect of, the Project should be received by 23:59 on 10 November 2022.

Responses and other representations may be copied and may be made public.

Cadent Gas Limited



info@hynethydrogenpipeline.co.uk



FREEPOST HYNET NWHP

Cadent

Your Gas Network

Consultation Launch Email – Issued 1st September 2022

From 12 September to 24 October 2022, Cadent is holding a second round of consultation on plans for the HyNet North West Hydrogen Pipeline.

The pipeline will be the UK's first 100 per cent hydrogen pipeline network at scale. It will deliver the infrastructure needed to provide low carbon hydrogen to industry, and provide connections into the wider gas network to allow for potential blended hydrogen to heat homes and businesses across the region.

In early 2022 we held our first stage of consultation. Since then, we've been looking at the feedback we received, as well as carrying out more technical work. This has helped us refine our plans.

On 12 September, we'll present updated plans, including:

- Proposed locations for the pipeline, Hydrogen Above Ground Installations and temporary construction areas
- Results from the first stages of environmental assessment
- Our initial outline plans for construction.

Information about our more detailed proposals will be available on our project website from 12 September: www.hynethydrogenpipeline.co.uk

We're holding nine in-person and two online events during the consultation. These events are a great way to learn more about our proposals, meet the project team and ask any questions you may have about the project.

St Stephen's Church Hall	Wednesday 14 September 2022 10am to 1pm	Main Rd, Moulton, Northwich CW9 8PB
High Legh Village Hall	Wednesday 14 September 2022 3:30pm to 7:30pm	West Lane, High Legh, Knutsford, Cheshire WA16 6LR
Warrington Football Club	Thursday 15 September 2022 2:30 to 6:30pm	Cantilever Park, Common Lane, Warrington, Cheshire WA4 2RS
Anderton Village Hall	Wednesday 21 September 2022 10am to 1pm	Village Lane, Higher Whitley, Warrington WA4 4EJ
Whitley Village Hall	Wednesday 21 September 2022 4.30pm to 8.30pm	Runcorn Road, Moore, Runcorn, Cheshire, WA4 6TZ
Frodsham Community Centre	Thursday 22 September 2022 10am to 1pm	Fluin Lane, Frodsham WA6 7QN
Fuse ROC Centre	Thursday 22 September 2022 4pm to 8pm	Warburton Lane, Partington, Manchester M31 4BU
Thatto Heath Library	Friday 30 September 2022 12pm to 4pm	Thatto Heath Road, WA10 3QX
Milner Church Institute	Saturday 1 October 2022 10am to 3pm	Runcorn Road, Moore, Runcorn, Cheshire, WA4 6TZ

The in-person consultation events are 'drop in' events, meaning you can stop by at any point to learn more about the project and speak to the team.

The online events will be held on Zoom, and include a presentation from the project team followed by a question and answer session.

Tuesday 27 September 2022, 6-7pm
Register here

Tuesday 4 October 2022, 6-7pm
Register here

Please email us on info@hynethydrogenpipeline.co.uk or call 0800 860 6261 to get in touch with the team and ask any questions you may have.

Kind regards

Robert Donovan

Head of Project Delivery
HyNet North West Hydrogen Pipeline, Cadent

Statutory Consultation postponement – issued 9 September 2022

Good afternoon,
In light of the sad news of the death of Queen Elizabeth II, we wanted to update you on our plans to deliver a statutory consultation for Cadent's HyNet North West Hydrogen Pipeline project.

The pipeline we are developing is part of the HyNet North West low carbon cluster programme. Its role is to safely transport low carbon hydrogen to industrial customers in the North West, decarbonising heavy industry.

As you may be aware, we are set to launch our second and statutory consultation for the Project on Monday 12th September. This is part of our work to develop the proposals for the Project, and secure planning permission to build the pipeline, which is called a Development Consent Order (DCO).

Given yesterday's news however, we have taken the decision to postpone all our consultation events. This will be clearly communicated on our project website, and we will provide new event dates and locations as soon as we can. We are also considering an extension to our consultation period, which currently ends on 24th October 2022.

At 10am on Monday 12th September we will be updating our project website (www.hynethydrogenpipeline.co.uk) with all our consultation documents so you can view and download them. You can also find out where hard copy documents will be in the project area to view.

Please note, we are still accepting feedback from Monday 12th September, and you can give us your views by:

- Using the interactive feedback map and online feedback form, both on our project website
- Sending an email to: info@hynethydrogenpipeline.co.uk
- Sending written feedback to the freepost address: FREEPOST HYNET NWHP

We will contact you again as soon as we can, to formally notify you of our consultation, any extension and new event times and locations.

In the meantime, thank you for your patience and if you have any questions, please do not hesitate to contact us. You can do so by emailing info@hynethydrogenpipeline.co.uk, or calling Freephone 0800 860 6261.

Kind regards

Robert Donovan
Project Director
HyNet North West Hydrogen Pipeline, Cadent

Email to All stakeholders – issued 20 September 2022

We've recently been in touch to let you know that, in light of the sad passing of Her Majesty Queen Elizabeth II, our consultation events that were scheduled for September had been postponed. As a result, our consultation period has been extended.

We are now able to share our new events schedule, to run throughout October.

The Milner Church Institute	**1 Oct**	**10am to 3pm**
Whitley Village Hall	**12 Oct**	**3:30pm to 7:30pm**
Frodsham Community Centre	**13 Oct**	**10am to 1pm**
Fuse ROC Centre	**18 Oct**	**10am to 1pm**
Anderton Village Hall	**18 Oct**	**3pm to 7pm**
St Stephen's Church Hall	**19 Oct**	**10am to 1pm**
Warrington Football Club	**19 Oct**	**3pm to 7pm**
Thatto Heath Library	**28 Oct**	**10am to 1pm**
High Legh Village Hall	**31 Oct**	**9:30am to 12:30pm**

Please see here for details.

We're also able to confirm that our consultation will now end on 10 November 2022. Previously, our consultation was due to end on 24 October 2022.

Online events will be held on Zoom and include a presentation from the project team followed by a question and answer session. See below for details:

- Online event 1: 4 October 2022, 6-7pm Register here
- Online event 2: 20 October 2022, 6-7pm Register here

As a reminder, there are lots of ways you can have your say and provide feedback:

- Using the interactive feedback map and online feedback form, both on our project website, www.hynethydrogenpipeline.co.uk
- Sending an email to: info@hynethydrogenpipeline.co.uk
- Sending written feedback to the freepost address: FREEPOST HYNET NWHP

If you have any questions, please do not hesitate to contact us. You can do so by emailing info@hynethydrogenpipeline.co.uk, or calling the freephone 0800 860 6261.

Kind regards

Robert Donovan

Project Director
HyNet North West Hydrogen Pipeline, Cadent

Email to Seldom Heard Groups – Issued 16 August 2022

On 12 September 2022 Cadent will be launching a second stage of consultation for our HyNet North West Hydrogen Pipeline – a new underground hydrogen pipeline that will help decarbonise the North West.

The consultation will close on 24 October and is likely to be the last route-wide consultation on our proposals, so it's important people take part and have their say.

You can find out more about the project on our website: www.hynethydrogenpipeline.co.uk

In the second stage of consultation we'll be presenting more information on our plans to develop 125 kilometres (around 77 miles) of new pipeline that will safely transport low carbon hydrogen.

To encourage people to get involved in this stage of consultation and have their say on our proposals, we will:

- Publish updated information on our website (www.hynethydrogenpipeline.co.uk), including an online feedback form, interactive map and Preliminary Environmental Information Report
- Hold in-person and online events so that local people can meet the project team and ask any questions they might have
- Place consultation materials, including the project information booklet and feedback forms at information points for the public to access.

Information on events and information points will be available on our website once the consultation launches.

We want to make sure the consultation is accessible to people who may need additional support or methods to engage with the project. If there are other ways you think we can better engage with the people you work with, we'd really value your feedback.

We're keen to hear any recommendations you may have for this consultation and the best methods we could use to present our proposals. We'd also welcome your suggestions for any other groups or organisations that you think we should contact about the consultation.

Please email us on info@hynethydrogenpipeline.co.uk or call 0800 860 6261 to get in touch with the team and ask any questions you may have.

Yours sincerely,

HyNet North West Hydrogen Pipeline – Community Relations Team

Public Notices

Planning

Trafford Council

NOTICE IS HEREBY GIVEN that the following applications have been made to Trafford Council.
Copies of the application form and plans for the following may be inspected via the Council's website. Any representations in respect of the proposals should be made in writing, stating the grounds on which they are made, and sent to the undersigned by 20th October 22.

REGULATION 5
PLANNING (LISTED BUILDINGS AND CONSERVATION AREAS) ACT 1990

For Listed Building Consent sent for the refurbishment, reconfiguration and alteration of the existing 9no apartments in the main building, demolition of 20th Century extensions and outbuildings with new extensions to these outbuildings, and development of a new building to create an additional 5no residential units creating 14no in total with associated car parking, landscaping and associated works. At: Erlesdene, Green Walk, Bowdon. Made By: HMG Properties Limited. **Quote Ref: 108674/LBC/22.**

SECTION 67
PLANNING (LISTED BUILDING AND CONSERVATION AREA) ACT 1990
DEVELOPMENT AFFECTING THE SETTING OF A LISTED BUILDING

In the opinion of the local Planning Authority the following would affect the setting of a Listed Building.
For Planning Permission for: Application for the refurbishment, reconfiguration and alteration of the existing 9no apartments in the main building, demolition of 20th Century extensions and outbuildings with new extensions to these outbuildings, and development of a new building to create an additional 5no residential units creating 14no in total with associated car parking, landscaping and associated works. At: Erlesdene, Green Walk, Bowdon. Made By: HMG Properties Limited. **Quote Ref: 108673/FUL/22.**
For Planning Permission for: Alterations to side and rear elevations and new raised timber decking with fence to side and rear. At: 17 Normans Place, Altrincham. Made By: Zidane Projects Ltd. **Quote Ref: 108393/HHA/22.**
For Planning Permission for: Erection of first floor extension to garage to form private office. At: Richmond Lodge, Richmond Road, Bowdon. Made By: Mr Michael Marsden. **Quote Ref: 107804/HHA/22.**

SECTION 73
PLANNING (LISTED BUILDINGS AND CONSERVATION AREA) ACT 1990
DEVELOPMENT AFFECTING CONSERVATION AREAS

In the opinion of the local Planning Authority the following would affect the character or appearance of a Conservation Area.

PROPOSAL TO CARRY OUT WORK IN THE DEVISDALE CONSERVATION AREA

For Planning Permission for: Application for the refurbishment, reconfiguration and alteration of the existing 9no apartments in the main building, demolition of 20th Century extensions and outbuildings with new extensions to these outbuildings, and development of a new building to create an additional 5no residential units creating 14no in total with associated car parking, landscaping and associated works. At: Erlesdene, Green Walk, Bowdon. Made By: HMG Properties Limited. **Quote Ref: 108673/FUL/22.**
For planning permission for: Construction of a garden room. At: 7 Booth Road, Altrincham. Made by: Mr Gary Hinds. **Quote Ref: 108326/HHA/22.**

PROPOSAL TO CARRY OUT WORK IN THE DOWNS CONSERVATION AREA

For Planning Permission for: Alterations to side and rear elevations and new raised timber decking with fence to side and rear. At: 17 Normans Place, Altrincham. Made By: Zidane Projects Ltd. **Quote Ref: 108393/HHA/22.**

PROPOSAL TO CARRY OUT WORK IN BOWDON CONSERVATION AREA

For Planning Permission for: Erection of first floor extension to garage to form private office. At: Richmond Lodge, Richmond Road, Bowdon. Made By: Mr Michael Marsden. **Quote Ref: 107804/HHA/22.**
For planning permission for: Erection of a replacement dwelling including new entrance gates and boundary wall with associated landscaping. At: 1 Bow Green Road, Bowdon. Made by: Mr A Fadle. **Quote Ref: 108926/FUL/22.**

PROPOSAL TO CARRY OUT WORK IN HALE STATION CONSERVATION AREA

For planning permission for: Erection of single storey rear extension and partial garage conversion. At: 6 Lisson Grove, Hale. Made by: Mr Sam Erith. **Quote Ref: 108366/HHA/22.**

PROPOSAL TO CARRY OUT WORK IN SOUTH HALE CONSERVATION AREA

For planning permission for: Erection of two storey side and single storey rear extension. At: 12 Birchfields, Hale. Made by: Mrs J Duffy. **Quote Ref: 108421/HHA/22.**

Notice of Applications for Planning Permission
Town and Country Planning (Development Management Procedure) (England) Order 2010 (the DMPO)
NOTICE UNDER ARTICLE 15

Any representations in respect of the proposals should be made in writing, stating the grounds on which they are made, and sent to the undersigned within 14 days from the date of this publication.
Proposed development at: 299 Ashley Road, Hale. Made By: Calderpeel Architects. For Planning Permission for: Engineering works for creation of new private way. **Quote Ref: 109038/FUL/22.**
The proposed development does not accord with the provisions of the development plan in force in the area in which the land to which the application relates is situated.
Proposed development at: Land Bound by Elsinore Road and Skerton Road, Stretford. Made By: CJM Investments Ltd. For Planning Permission for: Application for variation of conditions 2 and 13 on planning permission 100270/FUL/20 (Erection of a residential development (Use Class C3) for 367 units comprising five blocks between 6 and 10 storeys with associated access, parking and landscaping) to allow for amendments to design, landscaping, layout and drainage and variation to legal agreement to amend affordable housing tenure. **Quote Ref: 108872/VAR/22.**
Members of the public may inspect copies of any application and plans and other documents submitted with it via the website www.trafford.gov.uk/planning. Anyone who wishes to comment/make representations about any application should write to the Council at development.management@trafford.gov.uk. Please note that we cannot accept comments by post at this time. If this is difficult for you, please contact us and we will do our best to help.
Representations for the above must be made available for public inspection in accordance with the Local Government (Access to Information) Act 1985 even if marked confidential or similarly.

Head of Planning Services, Trafford Council, 1st Floor, North Wing,
Trafford Town Hall, Talbot Road, Stretford, M32 0TH

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Cadent Gas Limited (Cadent) - HyNet North West Hydrogen Pipeline
Section 48 Planning Act 2008
REGULATION 4 INFRASTRUCTURE PLANNING (APPLICATIONS: PRESCRIBED FORMS AND PROCEDURE) REGULATIONS 2009
REGULATION 13 INFRASTRUCTURE PLANNING (ENVIRONMENTAL IMPACT ASSESSMENT) REGULATIONS 2017
HYNET NORTH WEST HYDROGEN PIPELINE PROJECT (THE "PROJECT")
NOTICE PUBLICISING A PROPOSED APPLICATION FOR A DEVELOPMENT CONSENT ORDER ("DCO")

Notice is hereby given that Cadent (the "Applicant") of Pilot Way, Ansty CV7 9JU intends to make an application to the Secretary of State for Business, Energy and Industrial Strategy (BEIS) under Section 37 of the Planning Act 2008 for development consent (the "Application").
The Project includes the construction, operation and maintenance of up to 125km of new pipelines to distribute hydrogen to industry, power stations and locations on the existing natural gas network in the North West, where hydrogen could potentially be blended with natural gas. The pipeline network would connect to a newly constructed Hydrogen Production Plant at the Vertex Hydrogen site, as the initial source of hydrogen for onward distribution through the network, as well as to a proposed underground Hydrogen Storage Facility.
A Central Hub connects the four main pipeline corridors that stretch across Cheshire, Warrington, parts of Merseyside and Greater Manchester in all four compass directions. Branching off from each main corridor there would be spurs - smaller pipelines - that provide connections to some of the customers identified as part of the Project. The pipeline would be buried below the ground along the entire route, apart from short sections within secure compounds at locations where Hydrogen Above Ground Installations (HAGIs) and Block Valve Installations (BVIs) are required.
A Section 35 direction has recently been provided by the Secretary of State for BEIS, which determines the Project's status as an NSIP.
The Project comprises:

- an onshore network of new pipelines to transport low carbon hydrogen from a Hydrogen Production Plant in Cheshire, to industrial customers, and for potential blending into the existing natural gas network in the North West;
- a number of HAGIs and BVIs to allow sections of the pipeline to be isolated for maintenance;
- areas of mitigation, restoration and/or reinstatement; and
- further development to enable the construction of the Project, for example, construction sites, lay-down areas and site access.

The DCO application will also cover:

- operation and maintenance and decommissioning of the Project;
- the compulsory acquisition of land including rights in or over land required for the purposes of the Project, land required to facilitate or is incidental to the Project;
- the application and/or disapplication of legislation relevant to the Project including that relating to the compulsory acquisition of land; and
- further provisions, permissions or consents as are necessary and/or convenient.

The Project is an Environmental Impact Assessment (EIA) development as defined in the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017. Consequently, the Applicant will submit an Environmental Statement as part of the Application.
The Applicant has made initial environmental information available in the form of a Preliminary Environmental Information Report (PEIR) and a non-technical summary ("NTS") of the PEIR.
The Applicant has also prepared other reports, documents, plans and maps which show the nature, location and proposed extent of the Project.
Copies of the above documents and further details about the Project will be available to download free of charge on the Applicant's website at the start of the statutory consultation on **12 September 2022**: **www.hynethydrogenpipeline.co.uk/our-current-proposals/knowledge-hub/**. Details of consultation events are also available on this website.
Alternatively, they may be obtained by calling the community relations team on **0800 860 6261** or by emailing **info@hynethydrogenpipeline.co.uk** following the launch of consultation and may be requested as an electronic or paper copy. A reasonable copying charge will apply for paper copies only (up to a maximum of £150 for the full suite of documents). An electronic copy will be free of charge.
Paper copies of the consultation brochure and PEIR NTS can be viewed at various reference locations in the Project area from the 12 September 2022. A full list of reference locations can be found on the Applicant's website: **www.hynethydrogenpipeline.co.uk/our-current-proposals/knowledge-hub/**.
The documents referred to above will be available for inspection on the project website until 23:59 on 10 November 2022.
The consultation will run from **12 September to 23:59 on 10 November 2022**.
The Applicant can be contacted for enquiries in relation to any of the above on **0800 860 6261** or by email to: **info@hynethydrogenpipeline.co.uk**.
There are several ways to submit responses:

- **Feedback form**
  Available on the project website **(www.hynethydrogenpipeline.co.uk)**, at community events or by request from the community relations team
- **Interactive map**
  Available on the project website
- **By email**
  info@hynethydrogenpipeline.co.uk
- **In writing**
  FREEPOST HYNET NWHP (Please be advised it is not possible to send registered post to a freepost address)

Any responses to, or other representations in respect of, the Project should be received by 23:59 on 10 November 2022.
Responses and other representations may be copied and may be made public.
Cadent Gas Limited

Planning Applications

The applications listed below have been submitted to the Oldham Council and are required to be advertised.

The proposal(s) DOES NOT accord with the provisions of the Joint Core Strategy and Development Management Policies Development Plan Document and/ or saved policies of the Oldham Unitary Development Plan.

Application No: FUL/349801/22
Location: Land Off Dark Lane, Delph, Oldham, OL3 5TY
Proposal: Erection of three dwellings with vehicular access from Dark Lane.
Public Right of Way: 127 SADD

The proposal would affect the character or appearance of a Conservation Area.

Application No: FUL/349809/22
Location: 6 Pole Lane, Failsworth, Oldham, M35 9PB
Proposal: Single storey side extension to create one additional room to existing House of Multiple Occupation, including external alterations.
Cons. Area: Failsworth Pole
Application No: FUL/349807/22
Location: 8 Pole Lane, Failsworth, Oldham, M35 9PB
Proposal: Single storey rear extension to create one additional room to existing House of Multiple Occupation (Sui generis), including external alterations.
Cons. Area: Failsworth Pole

The proposal requires Listed Building Consent and it affects the character or appearance of a Conservation Area.

Application No: LBC/349551/22, ADV/349498/22, FUL/349497/22, FUL/349586/22, LBC/349587/22
Location: 109 Union Street, Oldham, OL1 1RT
Proposal: 1) Replacement of the existing external ATM machine with new model. 2) Replacement of existing external ATM signage with new. 3) Replacement and removal of existing internal self service machines. 4) Associated making good & decorations. 5) Replacement of internal & external AC equipment.
Cons. Area: Oldham Town Centre

The plans are available to view online and any comments you wish to make should be submitted by 20 October 2022, using the online system at www.oldham.gov.uk/info/200351/planning. For further information please call (0161) 770 4105.
PLEASE NOTE: Any written comments received in response to this notice are likely to be made available for public inspection in accordance with the provisions of the Local Government (Access to Information) Act 1985.
Publication Date: 29 September 2022
Peter Richards
Head of Planning
Oldham Council
Place and Economic Growth Directorate
Planning and Infrastructure
Development Management
PO Box 30, Civic Centre, West Street
Oldham. OL1 1UQ



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Your local place to buy and sell

Local pick up, what a great idea

Cadent Gas Limited (Cadent) – HyNet North West Hydrogen Pipeline

Section 48 Planning Act 2008

REGULATION 4 INFRASTRUCTURE PLANNING (APPLICATIONS: PRESCRIBED FORMS AND PROCEDURE) REGULATIONS 2009

REGULATION 13 INFRASTRUCTURE PLANNING (ENVIRONMENTAL IMPACT ASSESSMENT) REGULATIONS 2017

HYNET NORTH WEST HYDROGEN PIPELINE PROJECT (THE "PROJECT")

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Notice is hereby given that Cadent (the "Applicant") of Pilot Way, Ansty CV7 9JU intends to make an application to the Secretary of State for Business, Energy and Industrial Strategy (BEIS) under Section 37 of the Planning Act 2008 for development consent

(the "Application").

The Project includes the construction, operation and maintenance of up to 125km of new pipelines to distribute hydrogen to industry, power stations and locations on the existing natural gas network in the North West, where hydrogen could potentially be blended with natural gas. The pipeline network would connect to a newly constructed Hydrogen Production Plant at the Vertex Hydrogen site, as the initial source of hydrogen for onward distribution through the network, as well as to a proposed underground Hydrogen Storage Facility.

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A Section 35 direction has recently been provided by the Secretary of State for BEIS, which determines the Project's status as an NSIP.

The Project comprises:

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Alternatively, they may be obtained by calling the community relations team on **0800 860 6261** or by emailing **info@hynethydrogenpipeline.co.uk** following the launch of consultation and may be requested as an electronic or paper copy. A reasonable copying charge will apply for paper copies only (up to a maximum of £150 for the full suite of documents).

An electronic copy will be free of charge.

Paper copies of the consultation brochure and PEIR NTS can be viewed at various reference locations in the Project area from the 12 September 2022. A full list of reference locations can be found on the Applicant's website: **www.hynethydrogenpipeline.co.uk/our-current-proposals/knowledge-hub/**.

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Cadent Gas Limited

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Town and Country Planning

Cadent Gas Limited (Cadent) - HyNet North West Hydrogen Pipeline

SECTION 48 PLANNING ACT 2008

REGULATION 4 INFRASTRUCTURE PLANNING (APPLICATIONS: PRESCRIBED FORMS AND PROCEDURE) REGULATIONS 2009 REGULATION 13 INFRASTRUCTURE PLANNING (ENVIRONMENTAL IMPACT ASSESSMENT) REGULATIONS 2017

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• a number of HAGIs and BVIs to allow sections of the pipeline to be isolated for maintenance;

• areas of mitigation, restoration and/or reinstatement; and

• *further development to enable the construction of the Project, for example, construction sites, lay-down areas and site access*.

The DCO application will also cover:

• operation and maintenance and decommissioning of the Project;

• the compulsory acquisition of land including rights in or over land required for the purposes of the Project, land required to facilitate or is incidental to the Project;

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• Interactive map

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• In writing

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Responses and other representations may be copied and may be made public.

Cadent Gas Limited

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Public Notices

Planning

Cadent Gas Limited (Cadent) - HyNet North West Hydrogen Pipeline ("the Project")
SECTION 47 AND SECTION 48 PLANNING ACT 2008
REGULATION 4 INFRASTRUCTURE PLANNING (APPLICATIONS: PRESCRIBED FORMS AND PROCEDURE) REGULATIONS 2009
REGULATION 13 INFRASTRUCTURE PLANNING (ENVIRONMENTAL IMPACT ASSESSMENT) REGULATIONS 2017
NOTICE OF PUBLICATION OF STATEMENT OF COMMUNITY CONSULTATION (SOCC)
PUBLICISING A PROPOSED APPLICATION FOR A DEVELOPMENT CONSENT ORDER ("DCO")
Have your say on Cadent's Hydrogen Pipeline proposals in the North West that will transport low carbon hydrogen to industrial customers
Notice is hereby given that Cadent (the "Applicant") of Pilot Way, Ansty CV7 9JU intends to make an application to the Secretary of State for Business, Energy and Industrial Strategy (BEIS) under Section 37 of the Planning Act 2008 for development consent (the "Application").
Cadent is the UK's largest gas distributor and is currently developing a number of projects to support future hydrogen use across England and is the Applicant for this project.
The Project
The Project includes the construction, operation and maintenance of up to 125km of new pipelines to distribute hydrogen to industry, power stations and locations on the existing natural gas network in the North West, where hydrogen could potentially be blended with natural gas. The pipeline network would connect to a newly constructed Hydrogen Production Plant at the Vertex Hydrogen site, as the initial source of hydrogen for onward distribution through the network, as well as to a proposed underground Hydrogen Storage Facility.
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The DCO application will also cover:
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The Applicant has made initial environmental information available in the form of a Preliminary Environmental Information Report (PEIR) and a non-technical summary ("NTS") of the PEIR.
The Applicant has also prepared other reports, documents, plans and maps which show the nature, location and proposed extent of the Project.
The documents referred to will be available for inspection on the project website until 10 November 2022.
SoCC and public consultation
Cadent has published a Statement of Community Consultation (SoCC) for the Project, in accordance with Section 47 of the Planning Act 2008 (as amended). The purpose of this notice is to provide details of when and where the SoCC can be inspected, in accordance with Section 47(6)(a) of the Planning Act 2008.
The SoCC explains the public consultation Cadent intends to undertake and how people can comment on the Project.
The SoCC is available on our project website (**www.hynethydrogenpipeline.co.uk**) from 5 September 2022 and at the below reference locations in the project area from the start of, and for the duration of, our consultation **(12 September to 10 November 2022)**.
The reference locations provided have been the subject of consultation with relevant local planning authorities.
If you are unable to access the website, please contact the community relations team on **0800 860 6261** or via email to: **info@hynethydrogenpipeline.co.uk**.

Reference location	Opening Times
Frodsham Library Princeway, Frodsham, WA6 6RX	Mon-Fri: 09:00-18:00, Sat: 09:30-13:00, Sun: Closed
Grappenhall Library Victoria Avenue, Grappenhall, Warrington WA4 2PE	Mon: 14:00-16:00, Tues: Closed, Weds-Thurs: 10:00-12:00, Fri: Closed, Sat: 10:00-12:00, Sun: Closed
Northwich Library Witton Street, Northwich CW9 5DR	Mon-Weds: 09:00-17:00, Thurs-Fri: 09:00-19:00, Sat: 09:00-13:00, Sun: Closed *Northwich Library is closed for building work, expected to re-open 24 September 2022. Documents will be displayed at this location when it re-opens.*
Partington Library Central Road, Partington, Manchester M31 4FY	Mon-Tues: 10:00-17:00, Weds: Closed, Thurs-Fri: 10:00-17:00, Saturday: 10:00-16:00, Sun: Closed
Rainhill Library View Road, Rainhill, Prescott L35 0LE	Mon: 10:00-19:00, Tues: 10:00-17:00, Weds: Closed, Thurs-Fri: 10:00-17:00, Sat: 10:00-13:00, Sun: Closed
Runcorn Old Town Library Granville Street, Runcorn WA7 1NE	Mon: 10:00-17:00, Tues: 10:00-18:00, Weds: Closed, Thurs: 09:30-17:00, Fri: 10:00-17:00, Sat: 10:00-14:30, Sun: Closed
St Helens Library The World of Glass, Chalon Way East, St Helens WA10 1BX	Mon: 10:00-19:00, Tues: 10:00-17:00, Weds: 10:00-13:00, Thurs-Fri: 10:00-17:00, Sat: 10:00-13:00, Sun: Closed
Warrington Library Golden Square, Sankey Street, Warrington WA1 1TD	Mon-Tues: Closed, Weds-Fri: 10:00-16:30, Sat: 10:00-16:00, Sun: 11:00-15:00
Knutsford Library Toft Rd, Knutsford WA16 0PG	Mon: 09:00-17:00, Tues: 09:00-19:00, Weds: 09:00-13:00, Thurs: 09:00-19:00, Fri: 09:00-17:00, Sat: 09:00-13:00, Sun: Closed
Thatto Heath Library Thatto Heath Road, St Helens, WA10 3QX	Mon: 10:00-19:00, Tues: 10:00-13:00; Weds: Closed, Thurs: 13:00-17:00, Fri: 10:00-17:00, Sat: 10:00-13:00, Sun: Closed
Chester Lane Library Four Acre Lane, St Helens, WA9 4DE	Mon: 10:00-19:00, Tues: 10:00-17:00, Weds: Closed, Thurs: 10:00-17:00, Fri: 10:00-17:00, Sat: 10:00-13:00, Sun: Closed
Weaverham Library Russet Road, Weaverham, CW8 3HY	Mon: 09:30-13:00 and 14:00-19:00, Tues-Weds: 09:30-13:00 and 14:00-17:00, Thurs-Fri: 09:30-13:00 and 14:00-19:00, Sat: 09:30-13:00, Sun: Closed

(Opening times correct August 2022)
If government advice or local circumstances change as a result of COVID-19 such that it is necessary to adjust the approach to the reference locations above, we will engage with the relevant host local authorities. Communications will take place to agree suitable alternative arrangements for the display of hard copies of the SoCC, if possible, with the SoCC remaining accessible on the project website as an alternative.
The Planning Act 2008 requires that consultation is carried out so communities and stakeholders potentially affected by the Project can help to inform the way it develops. Cadent will be consulting on the entire project, during this statutory consultation, and any other relevant issues people think are important and should be considered.
Details of how to access the consultation documents are set out in the SoCC. From the start of the consultation, copies of the documents, plans, maps and preliminary environmental information will be available free of charge on the project website in accordance with the requirements of the Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 (as amended).
Requesting hard copies of the PEIR, SoCC and other materials
Copies of all the project documents and further details about the Project will be available to download free of charge on the Applicant's website at the start of the statutory consultation on **12 September 2022**: **www.hynethydrogenpipeline.co.uk/our-current-proposals/knowledge-hub/**.
Details of consultation events are also available on this website.
Although no longer a statutory requirement, paper copies of the consultation brochure and PEIR NTS can be viewed at various reference locations in the project area from the 12 September 2022. A full list of reference locations can be found above. A full set of hard-copy consultation documents will be provided for reference at consultation events.
Alternatively, they may be obtained by calling the community relations team on **0800 860 6261** or by emailing **info@hynethydrogenpipeline.co.uk** following the launch of consultation and may be requested as an electronic or paper copy. A reasonable copying charge will apply for paper copies only (up to a maximum of £150 for the full suite of documents). An electronic copy will be free of charge.
The documents will be available until 23:59 on 10 November 2022.
Have your say
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- **In writing**
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Details of how to respond will also be set out in the SoCC.
Cadent Gas Limited

Trafford Council

NOTICE IS HEREBY GIVEN that the following applications have been made to Trafford Council.
Copies of the application form and plans for the following may be inspected via the Council's website. Any representations in respect of the proposals should be made in writing, stating the grounds on which they are made, and sent to the undersigned by 13 October 22.

REGULATION 5
PLANNING (LISTED BUILDINGS AND CONSERVATION AREAS) ACT 1990
For Listed Building Consent sent for removal of existing detached garage, erection of single storey side extension, alterations to elevations, new en-suite bathroom to 2nd floor along with various other internal alterations and landscaping. At: The Old Vicarage, 15 Park Road, Bowdon. Made By: Charlotte Batra. **Quote Ref: 108247/LBC/22**

SECTION 67
PLANNING (LISTED BUILDING AND CONSERVATION AREA) ACT 1990
DEVELOPMENT AFFECTING THE SETTING OF A LISTED BUILDING
In the opinion of the local Planning Authority the following would affect the setting of a Listed Building.
For Planning Permission for: Removal of existing detached garage, erection of single storey side extension, alterations to elevations and landscaping. At: The Old Vicarage, 15 Park Road, Bowdon. Made By: Charlotte Batra. **Quote Ref: 108246/HHA/22**
For planning permission for: Retrospective application for installation of two sky lights on rear roof. At: 8 Church Brow, Bowdon. Made by: Mr Sam Troughton. **Quote Ref: 108229/HHA/22**
For Planning Permission for: Erection of pneumatic cover over existing training pitch with associated electrical fan unit, storage tank and lighting generator. At: Sale Sharks Training Ground, Carrington Lane, Carrington. Made By: Manchester Sale Rugby Club Ltd. **Quote Ref: 108906/FUL/22**

SECTION 73
PLANNING (LISTED BUILDINGS AND CONSERVATION AREA) ACT 1990
DEVELOPMENT AFFECTING CONSERVATION AREAS
In the opinion of the local Planning Authority the following would affect the character or appearance of a Conservation Area.
PROPOSAL TO CARRY OUT WORK IN THE DEVISDALE CONSERVATION AREA
For planning permission for: Installation of 18-metre monopole supporting 6 no. antennas with wrap around cabinet and 3 no. new equipment cabinets with ancillary development. (Notification for Prior Approval under Part 16 of Schedule 2 of the Town and Country Planning (General Permitted Development) (England) Order 2015). At: Land on Dunham Road, Bowdon, WA14 3JL. Made by: MBNL, For and on behalf of Three UK Ltd. **Quote Ref: 108962/TEL/22.**
For planning permission for: Removal of existing detached garage, erection of single storey side extension, alterations to elevations and landscaping. At: The Old Vicarage, 15 Park Road, Bowdon. Made by: Charlotte Batra. **Quote Ref: 108246/HHA/22**
PROPOSAL TO CARRY OUT WORK ADJACENT TO THE DEVISDALE CONSERVATION AREA
For planning permission for: Erection of first floor extension to rear with associated roof works including rendering to property. At: High Tor, Grey Road, Altrincham. Made by: Mr D Walton. **Quote Ref: 108624/HHA/22**
PROPOSAL TO CARRY OUT WORK IN BOWDON CONSERVATION AREA
For planning permission for: Demolition of existing porch and rebuilding of a new porch to main entrance, realignment of an existing rear window (top floor), construction of 2no. recessed light-wells and cellar grates to the front elevation, provision of 8 no. PV Solar panels to the terrace area of the existing double garage, addition of an air source heat pump system to the rear elevation and retrospective application for existing boundary wall and gates. At: Bayfield House, 53 Stamford Road, Bowdon. Made by: Mr & Mrs Duschenes. **Quote Ref: 108221/HHA/22.**
For planning permission for: Erection of a single storey side/rear extension and first floor rear extension following partial demolition of the existing side extension. At: Bayfield House, 53 Stamford Road, Bowdon. Made by: Mr & Mrs Duschenes. **Quote Ref: 108545/HHA/22**
For planning permission for: Retrospective application for installation of two sky lights on rear roof. At: 8 Church Brow, Bowdon. Made by: Mr Sam Troughton. **Quote Ref: 108229/HHA/22**
PROPOSAL TO CARRY OUT WORK IN SOUTH HALE CONSERVATION AREA
For planning permission for: External refurbishment and alterations to include dormer windows on first floor over existing garage and garage conversion to a habitable room. At: 32 Bower Road, Hale. Made by: Mr ·& Mrs Lovat. **Quote Ref: 108281/HHA/22**
PROPOSAL TO CARRY OUT WORK ADJACENT TO SOUTH HALE CONSERVATION AREA
For planning permission for: Erection of new front porch. At: Royston, 20 Woodhead Road, Hale. Made by: Ms Sarah Kirk. **Quote Ref: 108051/HHA/22**

Notice of Applications for Planning Permission
Town and Country Planning (Development Management Procedure) (England) Order 2010 (the DMPO)
NOTICE UNDER ARTICLE 15
Any representations in respect of the proposals should be made in writing, stating the grounds on which they are made, and sent to the undersigned within 14 days from the date of this publication.
Proposed development at: Sale Sharks Training Ground, Carrington Lane, Carrington. Made By: Manchester Sale Rugby Club Ltd.For Planning Permission for: Erection of pneumatic cover over existing training pitch with associated electrical fan unit, storage tank and lighting generator. **Quote Ref: 108906/FUL/22**
The proposed development above does not accord with the provisions of the development plan in force in the area in which the land to which the application relates is situated.
Proposed development at: 2 Glebelands Road, Sale. Made By: ForLiving Ltd. For Planning Permission for: Erection of a three storey 11 no apartment block with associated parking and landscaping following demolition of the existing light industrial unit. **Quote Ref: 108498/FUL/22**
Proposed development at: Units N1 to 2, Central Park Estate, Trafford Park. Made By: The Fragrance Shop. For Planning Permission for: Application for variation of Condition 1 on planning permission 97615/RES/19 (Approval of reserved matters (access, appearance, landscaping, layout and scale) pursuant to planning permission 92412/OUT/17 for demolition of existing buildings and erection of employment units for B1c, B2 and B8 Use Classes of up to 18,150sqm (GEA) including ancillary offices and structures, servicing areas and access roads, car parking and landscaping). To substitute approved proposed site plan and elevations with more exacting detail on the sprinkler system, entrances and externally mounted air conditioning details. **Quote Ref: 108923/VAR/22**
Proposed development at: Land at Neary Way, Davyhulme. Made By: IREEF - UK Logistics Propco Ltd. For Planning Permission for: Redevelopment of the land at Neary Way, Urmston to provide approximately 7,670.15 sq.m (82,561 sq.ft) of employment floor space (Use Classes B2, B8 and E(g)) over 11 no. employment units together with associated parking and infrastructure. **Quote Ref: 108801/FUL/22**
Proposed development at: Venus Building,1 Old Park Lane, Trafford Park. Made By: CLNQ. For Planning Permission for: Change of use of part of the ground floor offices (Use Class E) to Use Class C2 in relation to the provision of medical and/or health services including overnight accommodation with addition of a new entrance door. **Quote Ref: 108921/FUL/22**
Members of the public may inspect copies of any application and plans and other documents submitted with it via the website www.trafford.gov.uk/planning. Anyone who wishes to comment/make representations about any application should write to the Council at development.management@trafford.gov.uk. Please note that we cannot accept comments by post at this time. If this is difficult for you, please contact us and we will do our best to help.
Representations for the above must be made available for public inspection in accordance with the Local Government (Access to Information) Act 1985 even if marked confidential or similarly.
Head of Planning Services, Trafford Council, 1st Floor, North Wing,
Trafford Town Hall, Talbot Road, Stretford, M32 0TH


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Goods Vehicle Licensing

Goods Vehicle Operator's Licence

James Anthony Heald trading as Ardwick Contracts Ltd of 2A St George's Cresent, Salford, M6 8JG is applying for a licence to use 33 Harkness Street, Ardwick, M12 6BT as an operating centre for 4 goods vehicles and 0 trailers.
Owners or occupiers of land (including buildings) near the operating centre(s) who believe that their use or enjoyment of that land would be affected, should make written representations to the Traffic Commissioner at Hillcrest House, 386 Harehills Lane, Leeds, LS9 6NF stating their reasons within 21 days of this notice. Representors must at the same time send a copy of their representations to the applicant at the address given at the top of this notice. A guide to making representations is available from the Traffic Commissioner's Office.

Alcohol & Licensing

NOTICE OF APPLICATION FOR A PREMISES LICENCE UNDER THE LICENSING ACT 2003
Urban Village Bars (Kampus) Limited have applied to Manchester City Council for a premises licence for **Name TBC**, Part Ground Floor and Basement, 10 Hilton Street, Manchester M1 1JF, as follows: To permit the sale of alcohol and regulated entertainment (in the form of live and recorded music) between the hours of 12 noon and 2am daily plus 30 minutes dispersal. To permit the provision of late night refreshments between the hours of 11pm and 2:30am daily. Full details of the application may be inspected by appointment only by contacting Premises Licensing, Manchester City Council, Level 1 Town Hall Extension, Albert Square, PO Box 532, M60 2LA or premises.licensing@manchester.gov.uk Representations should be made in writing to the Licensing Authority at the above address no later than 11th October 2022. It is an offence to knowingly or recklessly make a false statement in connection with this application. To do so could result in an unlimited fine.
KUIT STEINART LEVY LLP

NOTICE OF APPLICATION FOR A PREMISES LICENCE UNDER THE LICENSING ACT 2003
Urban Village Bars (Kampus) Limited have applied to Manchester City Council for a premises licence for **Another Heart to Feed**, Ground Floor, 10 Hilton Street, Manchester M1 1JF as follows: To permit the sale of alcohol between the hours of 10am and midnight plus 30 minutes dispersal daily as per the existing licence. To allow the premises to open from 8am. To permit the provision of late night refreshments between the hours of 11pm and 00:30am daily. Full details of the application may be inspected by appointment only by contacting Premises Licensing, Manchester City Council, Level 1 Town Hall Extension, Albert Square, PO Box 532, M60 2LA or premises.licensing@manchester.gov.uk Representations should be made in writing to the Licensing Authority at the above address no later than 11th October 2022. It is an offence to knowingly or recklessly make a false statement in connection with this application. To do so could result in an unlimited fine.
KUIT STEINART LEVY LLP

NOTICE OF APPLICATION FOR A PREMISES LICENCE UNDER THE GAMBLING ACT 2005
Notice is hereby given that: Merkur Slots UK Limited of the following address: Seebeck House, 1A Seebeck Place, Knowlhill, Milton Keynes, MK5 8FR are applying for a Bingo premises licence under section 159 of the Gambling Act 2005. The application relates to the following premises: Merkur Slots, 67 Deansgate, Manchester, M3 2BW. The application has been made to: Manchester City Council. Information about the application is available from the licensing authority, including the arrangements for viewing the details of the application. Any of the following persons may make representations in writing to the licensing authority about the application: A person who lives sufficiently close to the premises to be likely to be affected by the authorised activities; A person who has business interests that might be affected by the authorised activities; A person who represents someone in any of the above two categories. Any representations must be made by the following date: 14 October 2022
It is an offence under section 342 of the Gambling Act 2005 if a person, without reasonable excuse, gives to a licensing authority for a purpose connected with that Act information which is false or misleading.


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Cadent Gas Limited (Cadent) – HyNet North West Hydrogen Pipeline ("the Project")

SECTION 47 AND SECTION 48 PLANNING ACT 2008

REGULATION 4 INFRASTRUCTURE PLANNING (APPLICATIONS: PRESCRIBED FORMS AND PROCEDURE) REGULATIONS 2009

REGULATION 13 INFRASTRUTURE PLANNING (ENVIRONMENTAL IMPACT ASSESSMENT) REGULATIONS 2017

NOTICE OF PUBLICATION OF STATEMENT OF COMMUNITY CONSULTATION (SOCC) PUBLICISING A PROPOSED APPLICATION FOR A DEVELOPMENT CONSENT ORDER ("DCO")

Have your say on Cadent's Hydrogen Pipeline proposals in the North West that will transport low carbon hydrogen to industrial customers

Notice is hereby given that Cadent (the "Applicant") of Pilot Way, Ansty CV7 9JU intends to make an application to the Secretary of State for Business, Energy and Industrial Strategy (BEIS) under Section 37 of the Planning Act 2008 for development consent (the "Application").

Cadent is the UK's largest gas distributor and is currently developing a number of projects to support future hydrogen use across England and is the Applicant for this project.

The Project

The Project includes the construction, operation and maintenance of up to 125km of new pipelines to distribute hydrogen to industry, power stations and locations on the existing natural gas network in the North West, where hydrogen could potentially be blended with natural gas. The pipeline network would connect to a newly constructed Hydrogen Production Plant at the Vertex Hydrogen site, as the initial source of hydrogen for onward distribution through the network, as well as to a proposed underground Hydrogen Storage Facility.

A Central Hub connects the four main pipeline corridors that stretch across Cheshire, Warrington, parts of Merseyside and Greater Manchester in all four compass directions. Branching off from each main corridor there would be spurs - smaller pipelines - that provide connections to some of the customers identified as part of the Project. The pipeline would be buried below the ground along the entire route, apart from short sections within secure compounds at locations where Hydrogen Above Ground Installations (HAGIs) and Block Valve Installations (BVIs) are required.

A Section 35 direction has recently been provided by the Secretary of State for BEIS, which determines the Project's status as an NSIP.

The Project comprises:

- an onshore network of new pipelines to transport low carbon hydrogen from a Hydrogen Production Plant in Cheshire, to industrial customers, and for potential blending into the existing natural gas network in the North West;
- a number of HAGIs and BVIs to allow sections of the pipeline to be isolated for maintenance;
- areas of mitigation, restoration and/or reinstatement; and
- further development to enable the construction of the Project, for example, construction sites, lay-down areas and site access.

The DCO application will also cover:

- operation and maintenance and decommissioning of the Project;
- the compulsory acquisition of land including rights in or over land required for the purposes of the Project, land required to facilitate or is incidental to the Project;
- the application and/or disapplication of legislation relevant to the Project including that relating to the compulsory acquisition of land; and
- further provisions, permissions or consents as are necessary and/or convenient

The Project is an Environmental Impact Assessment (EIA) development as defined in the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017. Consequently, the Applicant will submit an Environmental Statement as part of the Application.

The Applicant has made initial environmental information available in the form of a Preliminary Environmental Information Report (PEIR) and a non-technical summary ("NTS") of the PEIR.

The Applicant has also prepared other reports, documents, plans and maps which show the nature, location and proposed extent of the Project.

The documents referred to will be available for inspection on the project website until 24 October 2022.

SoCC and public consultation

Cadent has published a Statement of Community Consultation (SoCC) for its HyNet North West Hydrogen Pipeline ("the Project"), in accordance with Section 47 of the Planning Act 2008 (as amended). The purpose of this notice is to provide details of when and where the SoCC can be inspected, in accordance with Section 47(6)(a) of the Planning Act 2008.

The SoCC explains the public consultation Cadent intends to undertake and how people can comment on the Project.

The SoCC is available on our project website **(www.hynethydrogenpipeline.co.uk)** from 5 September 2022 and at the below reference locations in the project area from the start of, and for the duration of, our consultation **(12 September to 24 October 2022).** The reference locations provided have been the subject of consultation with relevant local planning authorities.

If you are unable to access the website, please contact the Community Relations Team on **0800 860 6261** or via email to: **info@hynethydrogenpipeline.co.uk**.

Reference location	Opening Times
Frodsham Library Princeway, Frodsham, WA6 6RX	Mon-Fri: 09:00-18:00, Sat: 09:30-13:00, Sun: Closed
Grappenhall Library Victoria Avenue, Grappenhall, Warrington WA4 2PE	Mon: 14:00-16:00, Tues: Closed, Weds-Thurs: 10:00-12:00, Fri: Closed, Sat: 10:00-12:00, Sun: Closed
Northwich Library Witton Street, Northwich CW9 5DR	Mon-Weds: 09:00-17:00, Thurs-Fri: 09:00-19:00, Sat: 09:00-13:00, Sun: Closed *Northwich Library is closed for building work, expected to re-open 24 September 2022.* *Documents will be displayed at this location when it re-opens.*
Partington Library Central Road, Partington, Manchester M31 4FY	Mon-Tues: 10:00-17:00, Weds: Closed, Thurs-Fri: 10:00-17:00, Saturday: 10:00-16:00, Sun: Closed
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Warrington Library Golden Square, Sankey Street, Warrington WA1 1TD	Mon-Tues: Closed, Weds-Fri: 10:00-16:30, Sat: 10:00-16:00, Sun: 11:00-15:00
Knutsford Library Toft Rd, Knutsford WA16 0PG	Mon: 09:00-17:00, Tues: 09:00-19:00, Weds: 09:00-13:00, Thurs: 09:00-19:00, Fri: 09:00-17:00, Sat: 09:00-13:00, Sun: Closed
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Weaverham Library Russet Road, Weaverham, CW8 3HY	Mon: 09:30-13:00 and 14:00-19:00, Tues-Weds: 09:30-13:00 and 14:00-17:00, Thurs-Fri: 09:30-13:00 and 14:00-19:00,Sat: 09:30-13:00, Sun: Closed

(Opening times correct August 2022)

If government advice or local circumstances change as a result of COVID-19 such that it is necessary to adjust the approach to the reference locations above, we will engage with the relevant host local authorities. Communications will take place to agree suitable alternative arrangements for the display of hard copies of the SoCC, if possible, with the SoCC remaining accessible on the project website as an alternative.

The Planning Act 2008 requires that consultation is carried out so communities and stakeholders potentially affected by the Project can help to inform the way it develops. Cadent will be consulting on the entire project, during this statutory consultation, and any other relevant issues people think are important and should be considered.

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Requesting hard copies of the PEIR, SoCC and other materials

Copies of all the project documents and further details about the Project will be available to download free of charge on the Applicant's website at the start of the statutory consultation on **12 September 2022**: **www.hynethydrogenpipeline.co.uk/our-current-proposals/knowledge-hub**/. Details of consultation events are also available on this website.

Although no longer a statutory requirement, paper copies of the consultation brochure and PEIR NTS can be viewed at various reference locations in the project area from the 12 September 2022. A full list of reference locations can be found above. A full set of hard-copy consultation documents will be provided for reference at consultation events.

Alternatively, they may be obtained by calling the Community Relations Team on **0800 860 6261** or by emailing **info@hynethydrogenpipeline.co.uk** following the launch of consultation and may be requested as an electronic or paper copy. A reasonable copying charge will apply for paper copies only (up to a maximum of £150 for the full suite of documents). An electronic copy will be free of charge.

The documents will be available until 23:59 on 24 October 2022.

Have your say

The consultation will run from 12 September to 23:59 on 24 October 2022.

Responses must be received by 23:59 on 24 October 2022.

There are several ways to submit responses:

- **Feedback form** Available on the project website **(www.hynethydrogenpipeline.co.uk)**, at community events or by request from the community relations team
- **Interactive map** Available on the project website
- **By email** info@hynethydrogenpipeline.co.uk
- **In writing** FREEPOST HYNET NWHP (please be advised it is not possible to send registered post to a freepost address)

Details of how to respond will also be set out in the SoCC.

Cadent Gas Limited

THE GAZETTE
OFFICIAL PUBLIC RECORD

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Cadent Gas Limited (Cadent)

CADENT GAS LIMITED (CADENT) – HYNET NORTH WEST HYDROGEN PIPELINE ("THE PROJECT")

SECTION 47 AND SECTION 48 PLANNING ACT 2008

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The consultation will run from 12 September to 23:59 on 24 October 2022.

Responses must be received by 23:59 on 24 October 2022.

There are several ways to submit responses:

• Feedback form

Available on the project website (**www.hynethydrogenpipeline.co.uk**), at community events or by request from the community relations team

• Interactive map

Available on the project website

• By email

info@hynethydrogenpipeline.co.uk

• In writing

FREEPOST HYNET NWHP

(please be advised it is not possible to send registered post to a freepost address)

Details of how to respond will also be set out in the SoCC.

Cadent Gas Limited

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Digital Advertisements

Hydrogen Pipeline Public Consultation
EVENTS RESCHEDULED FOR OCTOBER
Take part: 12 September to 10 November

HyNet North West Hydrogen Pipeline

Delivering clean growth

On 12 September 2022, we launched our second round of consultation on proposals for the HyNet North West Hydrogen Pipeline.

We have presented refined plans for further review.

In light of the sad passing of Her Majesty Queen Elizabeth II, we took the decision to postpone the in-person and online events that were due to take place in September.

These events have been rescheduled to run in October.

As a result, our consultation period has also been extended.

Previously, our consultation was set to end on 24 October 2022. Instead, consultation will now end on 10 November 2022.

See the full events schedule and ways to take part.

Find out more at one of our in-person or online events:

The Milner Church Institute	1 Oct	10am to 3pm
Whitley Village Hall	12 Oct	3:30pm to 7:30pm
Frodsham Community Centre	13 Oct	10am to 1pm
Fuse ROC Centre	18 Oct	10am to 1pm
Anderton Village Hall	18 Oct	3pm to 7pm
St Stephen's Church Hall	19 Oct	10am to 1pm
Warrington Football Club	19 Oct	3pm to 7pm
Thatto Heath Library	28 Oct	10am to 1pm
High Legh Village Hall	31 Oct	9:30am to 12:30pm
Please register for one of our two online events by visiting www.hynethydrogenpipeline.co.uk/meet-the-team		
Online event 1	4 Oct	6pm to 7pm
Online event 2	20 Oct	6pm to 7pm

Find out more and have your say

Online: **www.hynethydrogenpipeline.co.uk**

Email: **info@hynethydrogenpipeline.co.uk**

Phone: **0800 860 6261**

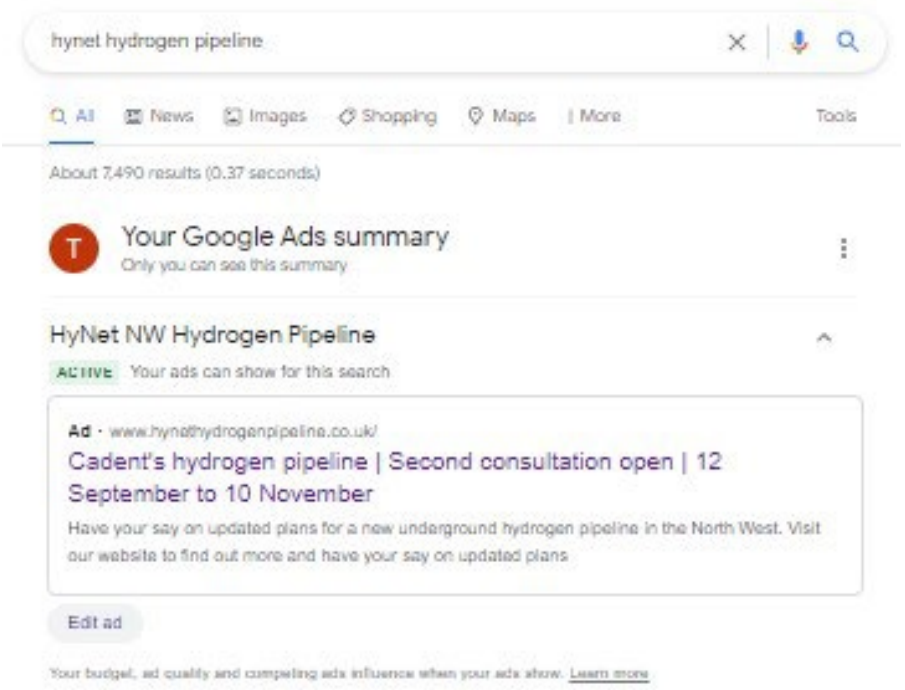
Or to access our website, scan this QR code with your phone's camera.

Pop into an in-person consultation event, speak with our team, review the consultation information and provide your feedback via our hard copy feedback form or interactive map.

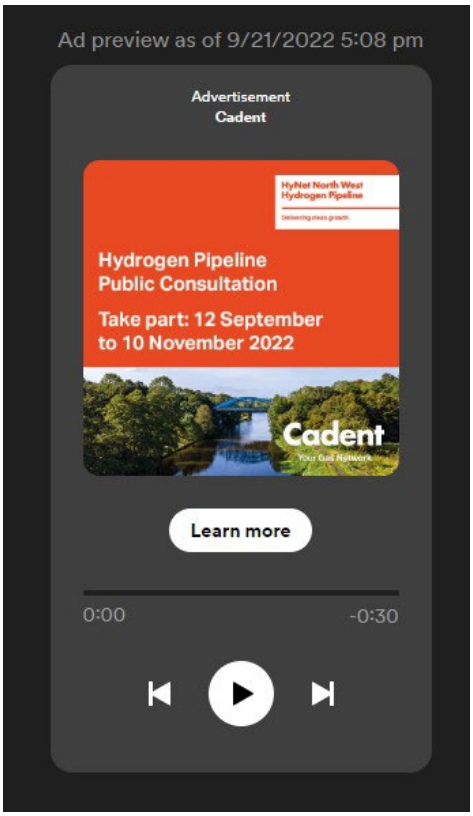
Cadent

Your Gas Network

Google

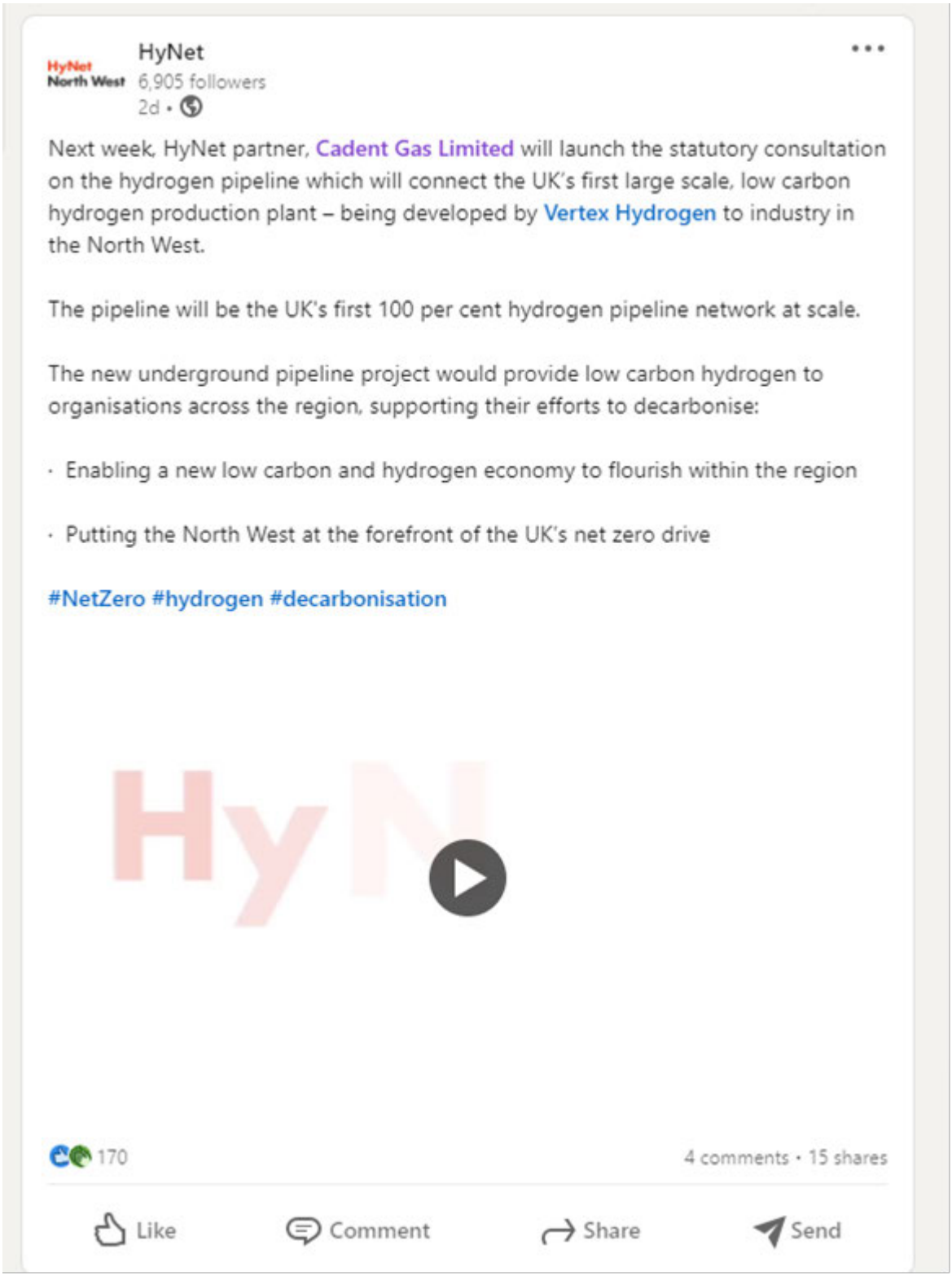


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We are deeply saddened by the news of the death of Her Majesty, Queen Elizabeth II following a lifetime of service.

As the HyNet Consortium, we offer our sincere condolences to The Royal Family.



12

HyNet
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+ Follow •••

In light of the sad passing of Her Majesty Queen Elizabeth II, Septembers' consultation events for HyNet's low carbon hydrogen pipeline, being developed by Cadent Gas Limited were postponed.

As a result, the consultation period has been extended to end on 10 November 2022 and the consultation events will begin on the 1st October.



Taylor Williams and 16 others

1 comment • 1 repost

Facebook

HyNet North West

5 September at 17:41 ·

Look out for Cadent's second consultation on plans for the HyNet North West Hydrogen Pipeline.

It's launching on 12 September, and you can get involved.

The new underground pipeline project would help to decarbonise industry in the North West. ...
See more



Like Comment Share

HyNet North West

September 9, 2022 ·

We are deeply saddened by the news of the death of Her Majesty, Queen Elizabeth II following a lifetime of service.

As the HyNet Consortium, we offer our sincere condolences to The Royal Family.



HyNet North West

September 13, 2022 ·

The consultation website for HyNet's hydrogen pipeline, being developed by Cadent Gas Page, has now launched.

Whilst the country is in mourning following the death of Her Majesty Queen Elizabeth II, all consultation events for this consultation have been postponed.

Please visit our website for more information.
http://www.hynet.co.uk/have-your-say



HyNet North West

October 4, 2022 ·

HyNet's proposed Hydrogen Pipeline, developed by Cadent, will be the UK's first 100% hydrogen network at scale.

The new underground pipeline project would provide low carbon hydrogen to industry across the region, supporting their efforts to decarbonise:

• Check out the proposed locations for the pipeline, and how it'd be built

• Learn more about the project's benefits and its role in the UK's #netzero drive

• Give your feedback on plans until 10 November – don't miss your opportunity to get involved

https://www.hynethydrogenpipeline.co.uk/



1

HyNet North West

November 4, 2022 ·

Now's your chance to have a say on Cadent Gas' latest plans for HyNet's #hydrogen pipeline.

The consultation for the underground pipeline is closing on 10 November.

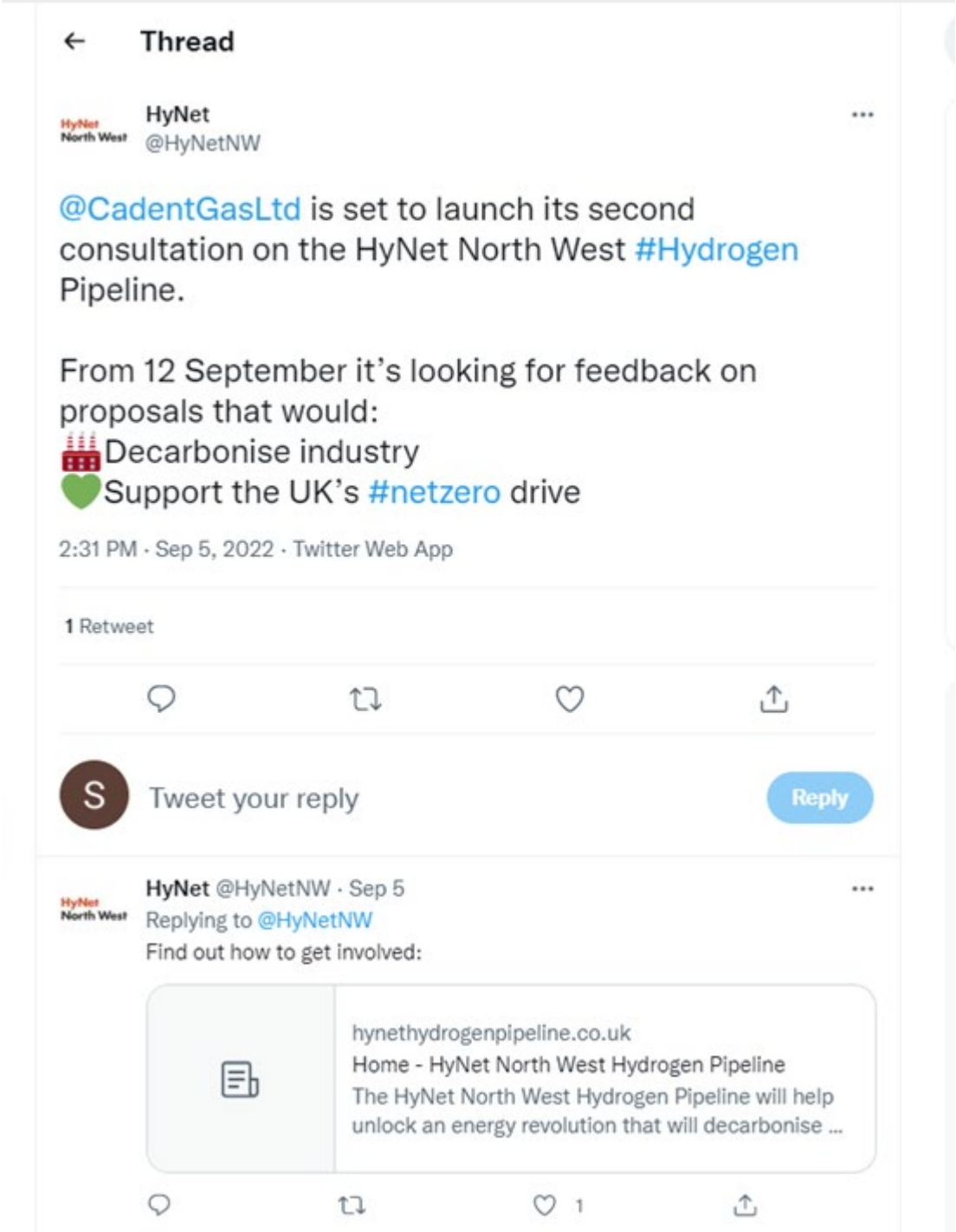
- View the refined proposals
- See where the pipeline will be
- Send feedback

www.hynet.co.uk/have-your-say



2 comments 2 shares

Twitter


Thread
HyNet
@HyNetNW
@CadentGasLtd is set to launch its second consultation on the HyNet North West #Hydrogen Pipeline.
From 12 September it's looking for feedback on proposals that would:
Decarbonise industry
Support the UK's #netzero drive
2:31 PM · Sep 5, 2022 · Twitter Web App
1 Retweet
Tweet your reply
Reply
HyNet @HyNetNW · Sep 5
Replying to @HyNetNW
Find out how to get involved:
hynethydrogenpipeline.co.uk
Home - HyNet North West Hydrogen Pipeline
The HyNet North West Hydrogen Pipeline will help unlock an energy revolution that will decarbonise ...
1

HyNet
@HyNetNW

We are deeply saddened by the news of the death of Her Majesty, Queen Elizabeth II following a lifetime of service.

As the HyNet Consortium, we offer our sincere condolences to The Royal Family.



12:35 PM · Sep 9, 2022

5 Likes

HyNet
@HyNetNW

The consultation website for HyNet's #hydrogen pipeline, being developed by @CadentGasLtd, has now launched.

Whilst the country is in mourning following the death of Her Majesty, all events for this consultation have been postponed.

More info here:
hynethydrogenpipeline.co.uk



11:58 AM · Sep 13, 2022

2 Retweets **6** Likes

HyNet
@HyNetNW

In light of the sad passing of Her Majesty Queen Elizabeth II, Septembers' consultation events for HyNet's low carbon hydrogen pipeline, being developed by @CadentGasLtd, were postponed.

As a result, the consultation period has been extended to end on 10 November 2022.



2:42 PM · Sep 27, 2022

1 Retweet **1** Like

HyNet
@HyNetNW

Now’s your chance to have a say on @CadentGasLtd 's latest plans for HyNet’s #hydrogen pipeline.

The consultation for the underground pipeline is closing on 10 November.
•View the refined proposals
•See where the pipeline will be
•Send feedback

hynet.co.uk/have-your-say



5:32 PM · Nov 9, 2022

3 Retweets **1** Quote Tweet **4** Likes

Press Release

Second consultation launched on Cadent's HyNet North West Hydrogen Pipeline

Local communities across the North West have the opportunity to learn more about Cadent's more detailed plans for a new underground hydrogen pipeline, meet with project leads and influence proposals. A statutory consultation will run from 1 September until 14 October 2022, during which there will be eight in-person consultation events across the project area and two online events.

The project includes the construction, operation and maintenance of up to 125km of new pipelines to distribute low carbon hydrogen from Vertex Hydrogen's Stanlow Manufacturing Complex to a number of industrial customers across the North West. The pipeline will be underground, although around 10 Hydrogen Above Ground Installations (HAGIs) will be required along the pipeline route.

Cadent is asking people to share feedback on its more detailed design. This includes preliminary order limits, within which the pipeline will be routed and temporary construction areas located, as well as potential HAGI sites. Cadent has also published its Preliminary Environmental Impact Report (PEIR), which it welcomes views on.

The HyNet North West Hydrogen Pipeline will be the UK's first 100 per cent hydrogen pipeline at scale. It will deliver the infrastructure needed to provide low carbon hydrogen to industry, and blended hydrogen power to homes across the region. Without the hydrogen pipeline, the benefits of the HyNet low carbon cluster programme cannot be realised. These include preventing 10 million tonnes of carbon dioxide per year from being emitted into the atmosphere by 2030, securing existing high-skilled employment in the region and the introduction of new green jobs.

Cadent first consulted on its proposals at the start of 2022 to share information and seek views on the pipeline network. Since then, people's feedback and further technical, engineering and environmental work has informed Cadent's more detailed plans, which includes the reduction of the number of planned HAGIs.

With this likely to be the last route-wide consultation on these proposals, it's important that local people take part and have their say on the pipeline's final design.

The HyNet North West Hydrogen Pipeline is a Nationally Significant Infrastructure Project (NSIP). Following this second consultation, once the final design has been developed, Cadent will submit an application to the Planning Inspectorate and Secretary of State for Business, Energy and Industrial Strategy for a Development Consent Order. It expects to do this in Spring 2023 and for a final decision to be made in mid-to-late 2024.

Rob Donovan, Project Director, Cadent's HyNet North West Hydrogen Pipeline said:

> "We're excited to launch our second consultation and gather more views from local people to help us develop the best possible route for the pipeline. During our first consultation we received over 100 pieces of feedback from local people and stakeholders.
>
> "This feedback, alongside further technical and environmental work, has enabled us to present a more detailed design this time round. We're now asking people to provide further feedback on our plans.
>
> "As with our first consultation, all the feedback we gather will be logged and carefully analysed as we develop the final design of the pipeline.
>
> "This is a really important project – both for the local area and the UK. The North West Hydrogen Pipeline and wider HyNet North West scheme has a key role to play in helping the UK achieve net zero by 2050. It will also unlock numerous opportunities for the north west, including the direct creation of new jobs."

Cadent has launched an online consultation hub (www.hynethydrogenpipeline.co.uk) where you can find out more about the project and provide feedback.

– ENDS –

Notes to editors

About Cadent

Cadent owns and operate the UK's largest gas distribution network, managing a network of more than 80,000 miles of pipes that transport gas to 11 million homes and businesses across West Midlands, North West England, East of England, and North London.

Cadent is involved in several hydrogen projects in partnerships with the energy sector. Cadent has published a hydrogen Ten Point Plan that outlines its ambition to make

hydrogen a safe, fair, and reliable choice for consumers. It can be read here: www.cadentgas.com/tenpointplan.

About the consultation

Cadent is applying to Government for a Development Consent Order (DCO) to obtain permission to deliver the pipeline. As part of the DCO process, it will carry out two stages of consultation. A non-statutory consultation was held between 26th January to 11th March 2022 and this is the second consultation.

The public can find out more by:

- Emailing info@hynethydrogenpipeline.co.uk
- Visiting https://www.hynethydrogenpipeline.co.uk/

About HyNet North West

HyNet North West is an innovative low carbon and hydrogen energy project that will unlock a low carbon economy for the North West and North Wales and put the region at the forefront of the UK's drive to net zero.

HyNet will produce, store, and distribute hydrogen as well as capture and store carbon from industry in the North West. The infrastructure has been designed to be both affordable and safe, and to be built quickly to help the region and the UK to meet its net-zero targets by 2050.

In October 2021, the government confirmed that HyNet North West was a Track 1 Carbon Capture and Utilisation (CCUS) Cluster – one of two projects selected to lead the way in developing hydrogen and CCUS infrastructure. This means it is at the forefront of the energy revolution and will be decarbonising the region from 2025. For more information, please visit https://hynet.co.uk/

Media enquiries

For further information, please contact Portland Communications:
Edward Moran | + 44 (0) 7803 310 704 | Edward.Moran@Portland-Communications.com
Andrew Fernandes | + 44 (0) 7884 075 451 | Andrew.Fernandes@Portland-Communications.com

HyNet North West Hydrogen Pipeline

Delivering clean growth

FISHER GERMAN

Please direct all questions to: -

Fisher German working on behalf of Cadent Gas Limited for North West Hydrogen Pipeline Project

Tel: 0845 013 0667
Email: HPP@fishergerman.co.uk
Address: Fisher German, Rutherford Court, Staffordshire Technology Park, Stafford, ST18 0GP

HY REF: HY1065

5 September 2022

Dear

Cadent Gas Limited's (Cadent) HyNet North West Hydrogen Pipeline

Statutory Consultation under Section 42 and Section 44 of the Planning Act 2008 ("the Act") (as amended)

I am writing to inform you of the start of the statutory consultation for Cadent's proposed HyNet North West Hydrogen Pipeline ("the Project") on 12 September 2022. We are contacting you, in accordance with Section 42, 44 and 47 of the Act, because we believe that you have an interest in land that may be affected by these proposals.

The Project
The Project includes the construction, operation and maintenance of up to 125km of new pipelines to distribute hydrogen to industry, power stations and locations on the existing natural gas network in the North West, where hydrogen could potentially be blended with natural gas. The pipeline network would connect to a newly constructed Hydrogen Production Plant at the Vertex Hydrogen site, as the initial source of hydrogen for onward distribution through the network, as well as to a proposed underground hydrogen storage facility.

A Central Hub connects the four main pipeline corridors that stretch across Cheshire, Warrington, parts of Merseyside and Greater Manchester in all four compass directions. Branching off from each main corridor there would be spurs - smaller pipelines - that provide connections to some of the customers identified as part of the Project. The pipeline would be buried below the ground along the entire route, apart from short sections within secure compounds at locations where Hydrogen Above Ground Installations (HAGIs) and Block Valves are required.

Cadent, the UK's largest gas distributor, is currently developing a number of projects to support the future hydrogen use across England and is the Applicant.

Supporting materials
We have enclosed a plan/s of the land interest that we believe is relevant to the Project.

The plan/s shows our Preliminary Order Limits, which represent the boundary of the maximum development area we think we'll need for the project. This includes temporary works, like construction access and storage, and permanent works, such as the pipeline and associated above ground infrastructure.

You can find out more about the project, including all of the relevant documents and details of the consultation events on the project website: www.hynethydrogenpipeline.co.uk/

Taking part in this consultation
The consultation is open from **12 September 2022 to 24 October 2022** and information will be available on our website or library information points from 12 September.

This is likely to be the last route-wide consultation on these proposals prior to submission of the application for a Development Consent Order to the Secretary of State for Business, Energy and Industrial (BEIS) (via the Planning Inspectorate), so we would encourage you to take part.

There are several ways to submit feedback: via the feedback form or interactive map on our website; by email at info@hynethydrogenpipeline.co.uk; or in writing FREEPOST HYNET NWHP (please be advised it is not possible to send registered post to a freepost address).

Please respond to this consultation no later than 23:59 on 24 October 2022.

Copies of our documents may also be obtained by calling the project team on 0800 860 6261 or by emailing info@hynethydrogenpipeline.co.uk. An electronic or paper copy may be requested. A reasonable copying charge will apply for paper copies only (up to a maximum of £150 for the full suite of documents).

Following the consultation we will consider consultation feedback, review the Project and consider if changes are needed to further reduce any effects created by the Project.

Further details about the Consultation
The Project is an Environmental Impact Assessment (EIA) development (as defined in the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017) and therefore we will submit an Environmental Statement as part of our Application. We have made initial environmental information available in the form of a Preliminary Environmental Information Report (PEIR) and a non-technical summary of the PEIR, which are available at: https://www.hynethydrogenpipeline.co.uk/our-current-proposals/knowledge-hub/

Following the consultation, an EIA will be completed which will assess the likely significant effects of the Project and the measures proposed to mitigate them. The findings of the EIA will be set out in an Environmental Statement, which will accompany the Development Consent Order application.

The Development Consent Order (DCO) process
This Project is a Nationally Significant Infrastructure Project and will require Cadent to submit an application for development consent to the Secretary of State (BEIS) (via the Planning Inspectorate). **Cadent expects to submit its application in Spring 2023**.

We will be applying for development consent that includes a number of other provisions, including those which authorise the compulsory acquisition of land and rights over land to construct and maintain the proposed development, as necessary.

Safely managing your data
Responses to this consultation will form part of the DCO Consultation Report, which will be reviewed by the Planning Inspectorate and Secretary of State (BEIS) when deciding whether the application should be granted consent.

Therefore, when providing feedback, be mindful that its contents may be communicated to others as part of the DCO Consultation Report and DCO process.

Personal details will be held securely and solely for the purposes connected with this consultation, the DCO process and further development of the project. Outside of this, Cadent may be required to provide personal details if specifically requested as part of a Freedom of Information Act request, or if the Planning Inspectorate requests original responses.

The Project's privacy notice can be found at www.hynethydrogenpipeline.co.uk/privacy.
Should you have any questions about this correspondence, the Project, or the consultation, please do not hesitate to contact us using the details provided above.

Yours sincerely

Fisher German LLP

Robert Donovan
Project Director – West
HyNet North West Hydrogen Pipeline

Enc. Plan/s

Appendix H Consultation Materials



HyNet North West Hydrogen Pipeline
Statutory consultation brochure

HyNet North West Hydrogen Pipeline

Delivering clean growth

September 2022

Cadent
Your Gas Network

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About Cadent and its hydrogen projects

Cadent is the UK's largest gas distribution network, managing a network of more than 80,000 miles of pipelines, most of which are underground. These pipelines transport gas to 11 million customers throughout the North West, West Midlands, East Midlands, South Yorkshire, East of England and North London.

Cadent is involved in several hydrogen projects, including the UK's first proposed 'hydrogen village'.

Cadent is working in clusters and partnerships focused on power generation, blending gas, industrial power and decarbonising heavy industry.

Cadent is looking at ways in which it can help ensure energy security. It has published a Hydrogen Ten Point Plan which describes its decarbonisation journey.

Visit www.cadentgas.com/tenpointplan to read Cadent's Ten Point Plan in full.

In the Queen's Speech, delivered in May 2022, an Energy Security Bill was announced to deliver on the commitment to build a sustainable homegrown energy system that is more secure, clean, and affordable. **Low carbon hydrogen will play an important role in helping realise the ambition of this bill.**

This project benefits from a Section 35 direction, issued by the Secretary of State for Business, Energy and Industrial Strategy (BEIS).

A Section 35 direction provides a decision from the Secretary of State that the project is of national significance and requires planning permission via a Development Consent Order (DCO).

This underlines the project's national significance. The project will also make an important contribution to delivering a secure, clean and affordable energy system.

This consultation is for the HyNet North West Hydrogen Pipeline *only* and is being run by Cadent

While Cadent's HyNet North West Hydrogen Pipeline forms part of the wider HyNet North West programme, it is being developed as a standalone project and requires its own Development Consent Order (DCO).

It is separate to the Hydrogen Production Plant, the hydrogen storage facilities near Northwich and the carbon dioxide pipeline and offshore storage project, which is detailed at www.hynet.co.uk.

Consultation responses should relate to Cadent's HyNet North West Hydrogen Pipeline ***only***.

For more information about the wider HyNet North West programme, please visit: www.hynet.co.uk.

Reading this brochure

This brochure provides an overview of our updated proposals following the feedback we received during our first round of consultation in early 2022. We've also carried out further environmental, engineering and design work. For more information on how our proposals have developed, please see pages 10-12.

A *Non-Statutory Consultation Feedback Report* has been produced, which summarises and analyses the feedback we received during our first consultation.

The key changes outlined in the *Non-Statutory Consultation Feedback Report* are also identified in this brochure.

As well as this report, there are a number of other resources to help you understand the project in more detail. These are referenced throughout this brochure and we would encourage you to look at them. All these documents are available to read via the knowledge hub on our project website: www.hynethydrogenpipeline.co.uk/knowledge-hub

Scanning the QR code below with your phone's camera will take you straight to our project website. From there you can access our knowledge hub where you can read all of the documents listed below.

Project website

As well as hosting the documents referred to below, our project website provides more information and context relating to the project. It also includes an interactive map where you can zoom in, search by post code, explore our proposals in more detail and provide feedback.

Preliminary Environmental Information Report (PEIR)

This is a technical document describing the project. It sets out any potential environmental, social and economic effects in detail, and initial measures proposed to mitigate any potential effects, as well as some of the benefits of the project.

PEIR Non-Technical Summary

This is a shorter, plain language summary of the PEIR's key points.

Design Evolution Report

This report provides background to and summarises the need for the project. It also describes the different options and alternatives we considered before arriving at the proposals outlined in this brochure.

Non-Statutory Consultation Feedback Report

This provides an overview of how we carried out our first consultation, summarises the feedback we received and explains how we've considered this feedback.

Our statutory consultation

The HyNet North West Hydrogen Pipeline will help unlock an energy revolution to decarbonise the North West.

This brochure supports the second consultation on Cadent's updated proposals for the UK's first 100 per cent low carbon hydrogen pipeline at scale. This follows our first stage of consultation earlier in 2022.

This is our statutory consultation and it is being carried out in accordance with the Planning Act 2008. **It's likely to be our last route-wide consultation on our proposals before submitting the DCO application, so it's important people take part and have their say.**

The updated plans shown in this brochure have been developed by Cadent, the gas network operator for the region, and are part of the innovative HyNet North West low carbon cluster programme. The wider HyNet programme will unlock a low carbon economy for the North West of England and North Wales, focused on the replacement of natural gas with hydrogen. It will put the region at the forefront of the UK's drive to achieve net zero and unlock permanent jobs in the region.

Cadent's HyNet North West Hydrogen Pipeline

We are developing 125 kilometres (around 77 miles) of new pipeline that will safely transport low carbon hydrogen produced by Vertex Hydrogen at the Stanlow Manufacturing Complex to various industrial customers. The pipeline network will be able to accommodate other hydrogen producers (of both blue and green hydrogen) in the future.

In the future the pipeline has the potential to transport low carbon hydrogen to blending stations, which are adjacent to Cadent's existing gas infrastructure in Warburton and Partington. Here, hydrogen will potentially be blended into the existing gas network to heat homes and businesses.

It will also link to underground hydrogen storage facilities that will be used to balance supply and demand.

The pipeline will be underground, although we will need ten Hydrogen Above Ground Installations (HAGIs) at various locations along the route.

In parallel with the construction of Vertex Hydrogen's Hydrogen Production Plant, we anticipate starting construction on the first section of the hydrogen pipeline from 2025, subject to obtaining a DCO.

Background

Earlier in 2022, at our first consultation, we presented a broad corridor within which the pipeline could be routed and search areas within which HAGIs could be located. Since then, we've looked closely at people's feedback and carried out more technical, engineering and environmental work.

This work means we are now able to present **preliminary order limits** (sometimes referred to as a 'red line boundary'), which have been refined from our early route corridors.

What are 'preliminary order limits'?

Preliminary order limits represent the boundary of the maximum development area we think we'll need for the project.

This includes temporary works, like construction access and storage, and permanent works, such as the pipeline, Hydrogen Above Ground Installations (HAGIs) and Block Valve Installations (BVIs).

We will build the pipeline in stages and our construction activities are likely to move around, which means we won't be working across the whole development area for the entire two years we think it will take to build the pipeline.

At certain points along the pipeline route we're yet to confirm the exact final location of the pipeline and have presented some options. This is because we're still gathering survey results, undertaking engagement and consultation with stakeholders, and seeking more public feedback through this consultation.

We will refine the preliminary order limits in these areas once we've received feedback from this consultation and carried out more technical work.

Once the project has been constructed, the pipeline will be buried underground. Only the above ground infrastructure will remain visible.

The preliminary order limits are consistent with the preliminary route alignments referred to in the Design Evolution Report. This report is also presented for consultation and available via the knowledge hub on our project website.

We want to hear your views

The HyNet North West Hydrogen Pipeline is a Nationally Significant Infrastructure Project (NSIP). This means we will apply to the Planning Inspectorate and Secretary of State for Business, Energy and Industrial Strategy (BEIS) for a Development Consent Order (DCO), in accordance with the Planning Act 2008.

Local people, including elected representatives and other stakeholders, have an important role to play in this process. We need your local knowledge to help us understand any potential impact from the project and welcome any feedback you may have on our more detailed proposals.

All the feedback we receive will be recorded and carefully considered ahead of submitting the DCO application.

Your feedback

We would like your feedback on our more detailed proposals, including the preliminary order limits and indicative pipeline centre line, route options, and potential Hydrogen Above Ground Installation (HAGI) and Block Valve Installation (BVI) locations.

We have also published our Preliminary Environmental Information Report (PEIR) in full, as well as a non-technical summary.

Visit the knowledge hub on our project website to read the PEIR in full.

We would like your feedback on the proposals set out in this brochure and any comments that you have on the PEIR and Design Evolution Report.

How to submit feedback

There are a number of ways for you to submit your feedback:

Use the project website, which has an interactive feedback map and online feedback form
www.hynethydrogenpipeline.co.uk

Send an email to
info@hynethydrogenpipeline.co.uk

Send written feedback to the freepost address
FREEPOST HYNET NWHP

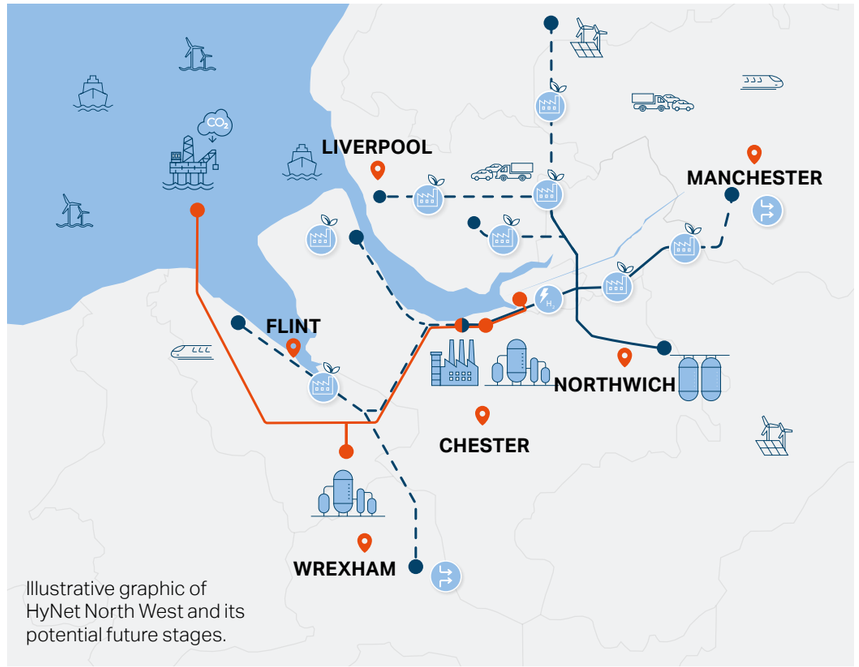
Drop into one of our in-person events, discuss the project with us and pick up a hard copy feedback form to fill in.
See page 36 of this brochure or visit www.hynethydrogenpipeline.co.uk/meet-the-team for more information

You can also call **0800 860 6261** to ask any questions you might have.

Please ensure you submit your feedback by **23:59, 10 November 2022.**

Your privacy matters to us and we go to great lengths to protect it. Please visit www.hynethydrogenpipeline.co.uk/privacy to view our privacy policy and understand how Cadent processes your information.

HyNet North West, the hydrogen pipeline and delivering a low carbon future



Illustrative graphic of HyNet North West and its potential future stages.

- Initial phases of Cadent's H_2 pipeline
- Potential future phases of Cadent's H2 pipeline
- ENI'S CO_2 pipeline
- Industrial CO_2 capture
- Low carbon H_2 production
- Underground H_2 storage
- CO_2 storage
- Industrial H_2 user
- Flexible H_2 power generation
- H_2 blending for homes and business
- CO_2 shipping
- H_2 from offshore wind
- H_2 fuelling for transport
- H_2 fuelling from solar and wind
- H_2 trains

What is HyNet North West?

HyNet North West is a ground-breaking decarbonisation cluster that will unlock a low carbon economy for the North West of England and North Wales, placing the region at the forefront of the UK's drive to net zero and wider energy security aims.

HyNet will produce, store and distribute hydrogen as well as capture and store carbon from industry in the North West of England and North Wales. It will use state-of-the art technology to build new infrastructure, while also upgrading and reusing existing infrastructure, which is currently involved in fossil fuel production.

While ambitious, delivery of HyNet meets the major challenges of reducing carbon dioxide emissions. The infrastructure has been designed to remove carbon emissions quickly, helping the region and the UK to meet its net zero targets by 2050.

Cadent's HyNet North West Hydrogen Pipeline will play a vital role by delivering low carbon hydrogen to industrial customers across the region.

In addition to the HyNet North West Hydrogen Pipeline, the wider HyNet North West programme includes:

- Hydrogen Production Plant at the Stanlow Manufacturing Complex – developed by Vertex Hydrogen
- Hydrogen storage at Northwich – developed by INOVYN
- Carbon dioxide pipeline and storage – developed by Liverpool Bay CCS Ltd

Find out more

Visit www.hynet.co.uk/benefits for more information about the benefits of HyNet North West.

The objective for this project

The HyNet North West Hydrogen Pipeline project will transport low carbon hydrogen below ground, from Vertex Hydrogen's Hydrogen Production Plant at the Stanlow Manufacturing Complex, or the Inovyn storage site, to identified industrial customers. It will also provide the opportunity to blend hydrogen into the existing gas network at Partington and Warburton.

The aim is for the project to be commissioned in 2027, but it will also be designed with foreseeable future phases, demand and need in mind.

In this way, it will support some of the North West's biggest businesses and employers for years to come, helping the region lead the way in the transition to net zero by 2050.

As outlined above, this project is being designed with foreseeable future phases and usage in mind. It has the potential to accommodate hydrogen from wider sources, including sources of both blue and green hydrogen.



Opportunities for the region

With a bold history of innovation and industry the North West of England is a natural choice to lead the way in developing alternative sources of energy. The use of such alternatives will help industry decarbonise and the UK reach net zero by 2050.

While establishing the region as a hub of innovation and clean growth, the HyNet North West programme will create opportunities that will directly benefit the region. It will:

- Attract inward investment to increase regional prosperity
- Boost the region's reputation as a highly attractive location for sustainable organisations
- Provide opportunities for local people to develop new skills and to train to work in exciting and innovative sectors
- Directly create new jobs

Cadent's HyNet North West Hydrogen Pipeline will help unlock these opportunities and deliver the hydrogen needed to meet the UK's net zero targets.

In October 2021, the government announced the wider HyNet programme as the UK's leading industrial decarbonisation cluster. This means the programme has been selected to lead the way in developing hydrogen and carbon storage infrastructure. This places the region at the heart of the UK's drive to net zero. The wider HyNet programme is key to decarbonising industry in the North West.

Why is the hydrogen pipeline needed?

The HyNet North West Hydrogen Pipeline will be the UK's first 100 per cent hydrogen pipeline network at scale. It is essential to unlocking the benefits and ambitions of the wider HyNet North West programme and achieving the UK's net zero target by 2050.

Cadent's HyNet North West Hydrogen Pipeline will deliver the infrastructure needed to provide 100 per cent low carbon hydrogen to industry, and provide connections into the wider gas network to allow for potential blended hydrogen to power homes across the region (described below). The hydrogen pipeline is central to realising the benefits of the HyNet North West low carbon cluster programme.

What is blended hydrogen?

Blended gas is the injection of hydrogen, up to 20mol%*, into the existing gas infrastructure, safely and efficiently. Allowing hydrogen to deliver cost effective and non-disruptive carbon savings to consumers

This blended hydrogen is then transported to the wider gas network, mainly supplying general domestic and industrial customers.

This hydrogen and natural gas mix is less carbon intensive than 100 per cent natural gas, reducing the environmental impact of the energy we use in our homes and businesses while allowing existing domestic appliances, such as our hobs and boilers, to keep working without any changes.

A decision on blending hydrogen and natural gas, in relation to the use of hydrogen for heating, is to be made by the UK government in the future.

Net zero by 2050

The UK has committed to net zero emissions by 2050. This means that over the next 28 years we need to significantly reduce our net carbon dioxide emissions.

To achieve this, the government is exploring wide-ranging plans to transform how energy is produced and used, how people travel, and how our natural environment can be restored.

This includes advancing the deployment of offshore wind, solar energy generation, electric vehicles, hydrogen and carbon, capture, utilisation and storage (CCUS).

As set out in the UK government's recent Energy Security Strategy, hydrogen is a clean, affordable and secure source of energy. Coupled with CCUS, it offers a low carbon alternative to fossil fuels.

We need to produce more low carbon hydrogen to help achieve net zero by 2050. Cadent's North West Hydrogen Pipeline and the wider HyNet North West programme will help realise this ambition.

*The mole per cent (represented by symbol 'mol') is a measure of how many elementary entities of a given substance are in an object or sample.

The technology



What is hydrogen?

Hydrogen is a colourless, odourless, non-toxic gas. It is used for a variety of purposes, including as a source of fuel.

Hydrogen doesn't typically exist by itself in nature. It must therefore be processed in one of a variety of ways. Each process adds cost and, like all energy transformation processes, comes at the cost of some efficiency.

Once separated, hydrogen can be stored and transported and then turned back into other forms of energy. This makes it tremendously versatile, capable of being used in the power, heat and transport sectors.

From 2027, the aim is for HyNet North West to produce, store and distribute low carbon hydrogen.

What solution does hydrogen offer?

Traditionally, we have burned fossil fuels (such as natural gas) to produce the energy we need day-to-day for cooking and heating our homes, as well as providing power for industrial use. But this produces carbon dioxide, a greenhouse gas that contributes to global warming.

Low carbon hydrogen offers a cleaner alternative source of fuel that doesn't release harmful emissions into the atmosphere. It can also be used in multiple sectors, which presents an opportunity to reduce carbon emissions across different industries – in power generation, transport, and in our homes and businesses.

What's the difference between blue hydrogen and green hydrogen?

There are many different ways of making low carbon hydrogen. The two main types of low carbon hydrogen are typically described as either 'blue' or 'green'. Vertex Hydrogen's Hydrogen Production Plant will initially be producing low carbon blue hydrogen, but the HyNet North West Hydrogen Pipeline will be able to carry all types of low carbon hydrogen – including both 'blue' and 'green' hydrogen.

Blue hydrogen

This is produced by 'splitting' natural gas. Carbon dioxide is a by-product of this process, which is then captured and stored. Blue hydrogen can be regarded as 'low carbon' because almost all carbon dioxide created during production is captured and stored. This is what the wider HyNet programme plans to do, with capture rates of 97 per cent.

Green hydrogen

This is produced via the electrolysis of water. Electrolysis means to use electricity to split water into hydrogen and oxygen. This process must be powered by a renewable source of electricity (wind or solar, for example) so that no carbon dioxide is emitted in the production of the hydrogen. Many renewable energy developers are looking to co-locate hydrogen production with new or existing infrastructure.

In the UK's Hydrogen Strategy, published in August 2021, the government set a target for approximately 5GW of low carbon hydrogen production capacity by 2030. 5GW would be approximately sufficient power to heat 1.5 million homes for one year.

In the UK's Energy Security Strategy, published in April 2022, the government **increased this target from 5GW of low carbon hydrogen production capacity to 10GW by 2030**, doubling the amount of low carbon hydrogen required.

In the Queen's Speech, delivered in May 2022, an Energy Security Bill was announced to deliver on the commitment to build a sustainable homegrown energy system that is more secure, clean, and affordable. **Low carbon hydrogen transportation will play an important role delivering this bill.**

Overview map

This map shows an overview of our updated plans for the HyNet North West Hydrogen Pipeline.

We are now able to present preliminary order limits, which represent the area within which we will route the pipeline and site HAGIs and BVIs. It also includes the construction areas we'll temporarily need to build the pipeline and above ground infrastructure, including access routes from the public highway into our working area.

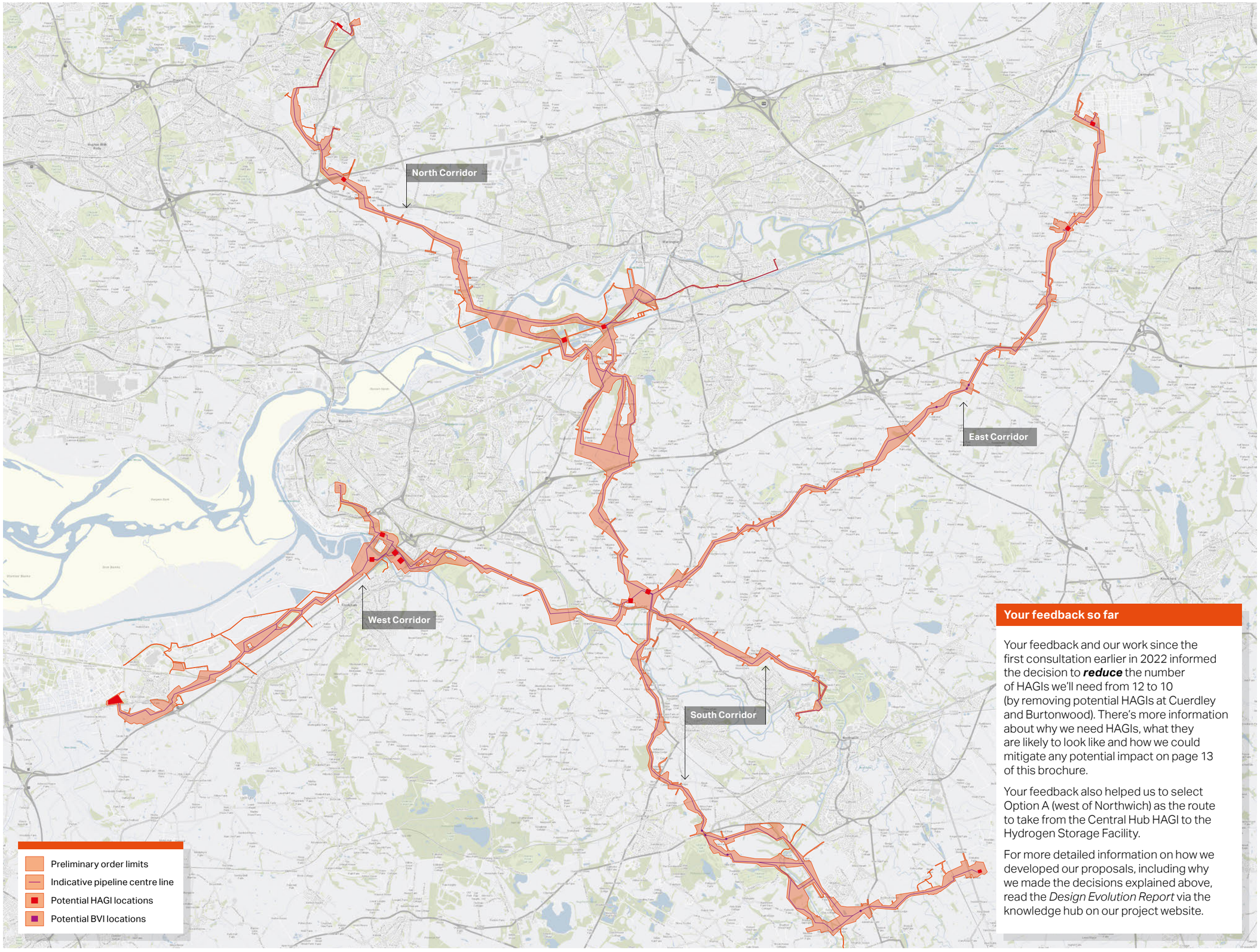
Within the preliminary order limits we've identified an indicative pipeline centre line.

At this stage of the project design the preliminary order limits also include optionality for specific infrastructure elements at certain locations, including the route of the pipeline and locations of HAGIs and BVIs. This is because there may be sections of the pipeline where engineering challenges require further investigation.

To help explain the proposals we've split the development area into individual corridors (north, east, south and west) – although we will need to construct a pipeline in each of these corridors. On pages 18-33 we present each section in more detail.

We would like your feedback on the preliminary order limits, including the centre line for the pipeline and pipeline route options, potential HAGI and BVI sites and the land we'll need temporarily for construction.

The final project design will be informed by your feedback and be subject to the results of further technical, engineering and environmental work.



Your feedback so far

Your feedback and our work since the first consultation earlier in 2022 informed the decision to ***reduce*** the number of HAGIs we'll need from 12 to 10 (by removing potential HAGIs at Cuerdley and Burtonwood). There's more information about why we need HAGIs, what they are likely to look like and how we could mitigate any potential impact on page 13 of this brochure.

Your feedback also helped us to select Option A (west of Northwich) as the route to take from the Central Hub HAGI to the Hydrogen Storage Facility.

For more detailed information on how we developed our proposals, including why we made the decisions explained above, read the *Design Evolution Report* via the knowledge hub on our project website.

Find out more and submit feedback

Use the project website: www.hynethydrogenpipeline.co.uk

Attend an in-person or online event. See page 36 for details

Send an email to: info@hynet hydrogenpipeline.co.uk

Send written feedback to our freepost address: FREEPOST HYNET NWHP

Ask any questions you might have by calling **0800 860 6261**

Visit our **website** and read our ***Design Evolution Report***

How our proposals have developed

Earlier in 2022, at our first consultation, we identified a broad route corridor within which the pipeline could be routed and search areas within which HAGIs could be located. Since then we have:

- Analysed people's feedback.
- Carried out more technical, engineering and environmental work, including site surveys.
- Engaged further with a range of stakeholders, including key environmental bodies and utility providers.
- Updated our proposals, presenting preliminary order limits, within which we've identified an indicative pipeline centre line, potential HAGI and BVI sites, and areas we'll temporarily need for access and construction.

There is more information on HAGIs and BVIs on page 13 of this brochure.

You raised	Our response
West corridor – in the west corridor, people identified areas of potential constraints to routeing the pipeline and locating other infrastructure, including:	
Areas of flooding and flood plain	The preliminary order limits have been developed to avoid the flood plain as far as possible. Where that hasn't been possible (for example, between Stanlow and Rocksavage), we will look carefully at how we construct the pipeline to ensure any potential effects are appropriately mitigated. Detailed flood risk assessments are also being completed.
The landscape south of the A553	This information has helped us to identify potential locations for the Central Hub HAGI, which will not be sited south of the A553. Land south of the A553 will only be used as an access route for the pipeline and related construction activities. Here, the landscape is not considered a major constraint and land used will be reinstated once work has been completed.
Impacts on Runcorn Golf Club as a result of the Runcorn spur	Because of challenges caused by other land uses in the area, we are progressing with infrastructure that may impact Runcorn Golf Club.
Environmental designations that could be impacted by the Rocksavage and Runcorn HAGI sites	HAGI sites have been selected to avoid, as far as possible, any impacts on certain environmental designations. We have provided a number of options for the Rocksavage HAGI location. These provide different ways of mitigating potential environmental impacts. We would welcome your views on the options provided. Further information can be found in the PEIR, available via the knowledge hub on our project website.

Find out more

Read our *Non-Statutory Consultation Feedback Report* via the knowledge hub on our project website. This sets out in detail how we analysed and responded to feedback received during our first consultation earlier in 2022.

Over the next three pages we've provided a snapshot of people's feedback from our first consultation and how it has influenced our proposals. Where relevant, we've also explained why we decided not to move forward with certain recommendations.

You can still have your say and influence our proposals by responding to this, our second, consultation. This is likely to be our last project-wide consultation on these proposals, so it's really important you take the opportunity to provide feedback.

You raised	Our response
North corridor – in the north corridor, people identified areas of potential constraints to routeing the pipeline and locating other infrastructure, including:	
The proximity of the corridor to Daresbury and its residential properties	We acknowledged people's concerns about the proximity of the corridor to residential properties at Daresbury. This route has now been discounted.
The Creamfields music festival site	We've looked carefully at how to route the pipeline near to the Creamfields festival site. We are currently speaking with landowners about various routes across the area.
East corridor – in the east corridor, people identified areas of potential constraints to routeing the pipeline and locating other infrastructure, including:	
National Trust land at Dunham Massey	We've developed the preliminary order limits to be further away from the Dunham Massey estate.
Proximity of the corridor to Lower Whitley and its residential properties	We've looked carefully at the proximity of residential properties and considered mineral protection constraints in the area. Following further consideration, and also to avoid mineral protection constraints, the preliminary order limits have been developed further away from Lower Whitley.
Planned new developments at Partington	We've considered the location of allocated developments and the pipeline has been routed to avoid these.
The importance of Carrington mosses	We've developed the preliminary order limits to minimise any impacts to sensitive habitats, such as Carrington mosses, as far as possible. We'll also endeavour to further mitigate effects through construction.
A request to use the HS2 route corridor to avoid Broomedge	The HS2 route corridor does not move in the direction we require to enable access to potential blending sites at Warburton and Partington. Construction integration risks may have also arisen.

You raised	Our response
South corridor – in the south corridor, people identified areas of potential constraints to routeing the pipeline and locating other infrastructure, including:	
The existence of salt and brine mines and associated infrastructure	We've looked carefully at how the pipeline route would interact with existing and historic salt and brine mines and are completing related engineering assessments. Option B, east of Northwich, included a greater length of the route above these mines. This is one of the reasons why we're progressing with Option A, west of Northwich.
The HS2 Phase 2b route	We have considered the Phase 2b route as part of our development work for the preliminary order limits and will work with HS2 to explore opportunities to reduce any potential impact in the region.
Wildlife designations on Option B, east of Northwich	Alongside other factors, the proximity of wildlife designations to the Option B corridor helped us to select Option A, east of Northwich.
Other comments	
Some people asked why we couldn't route the pipeline along existing infrastructure corridors, for example the Manchester Ship Canal or the M56	When we are routeing near existing infrastructure or utilities, we need to look very carefully at the safety and viability of constructing and operating that route. Working in or adjacent to motorways, canals or existing pipelines for long distances raises safety concerns over the structural integrity of existing infrastructure, traffic collision risks or working in and around water.
People asked whether hydrogen is safe to use in pipelines	Please be assured that people's safety is our first priority. We will consider all potential risks during the design, construction and operation of the new pipeline. See page 34 for more about safety.

Hydrogen Above Ground Installations (HAGIs)

The majority of our pipeline will be underground. However, we will need ten HAGIs at certain points along the pipeline. This includes a Central Hub HAGI, which will act as the central connection point for each of our four pipelines.



Indicative image of a typical HAGI site

HAGIs allow us to control the flow and pressure of hydrogen and to facilitate inspection and routine maintenance of the pipeline. They will also act as the connection points to the Hydrogen Production Plant, Hydrogen Storage Facility, potential blending points and industrial customers.

What HAGIs typically look like

HAGIs usually include a range of above ground equipment and structures. These structures are designed to be kept at a low level and are usually around 1.5 to 2 metres tall.

Our HAGI sites will be protected by security fencing between 2.4 and 3.6 metres high with a gate allowing access.

They also usually require an access road linking the site to the local road network and places for workers to park their vehicles within the HAGI. In some cases, fences may need to be higher and additional security measures added.

HAGIs will also need to connect into the local electrical distribution and telecommunications networks. Sites can vary in size depending on their specific use, but they typically range between 0.5 and 1.5 hectares (1 hectare is around the size of a football pitch).

Your feedback and our work since the first consultation earlier in 2022 informed the decision to ***reduce*** the number of HAGIs from 12 to 10.

Minimising any potential visual and environmental impact

Outlined below are some of the ways we will look to mitigate any potential impacts:

- HAGIs will generally be largely screened from view with hedges, trees and/or fencing.
- While we may need to turn on some lights during routine maintenance work, or in case of emergency, HAGI sites will generally be unlit. Any permanent lights we do install are likely to be around 2 to 3 metres high.
- There may be some noise during construction, but overall we don't anticipate much noise disturbance once the HAGIs are built. Nor will there be any audible alarms.
- There will be some coming and going of workers carrying out essential checks and routine maintenance but this will be fairly minimal and sites will not be manned 24 hours a day.

Block Valve Installations (BVIs)

There will be two BVIs along the pipeline. BVIs act as a cut-off point to isolate a section of pipeline for maintenance, repair or safety reasons. These are smaller than HAGI sites, typically measuring around half a hectare (half a football pitch).

Security fencing, like HAGI fencing, will be between 2.4 and 3.6 metres high.

A gate will be required for access, typically for light goods vehicles. This is likely to include an access track (or similar) and space for vehicles to turn.

For more information about BVIs and where we we'll need them read the *Design Evolution Report* via the knowledge hub on our project website.

Provide your comments

We would like your feedback on the potential HAGI sites we've identified along the pipeline route.

See pages 18-33 of this brochure to find out more and see the locations of these potential sites.

How we would construct the project

Cadent is an experienced and trusted operator of gas pipelines. We will make sure we bring our knowledge of constructing, operating and maintaining the existing gas network to this project.

The pipeline would be constructed predominantly using open trench (or 'open cut') techniques. Where open trenching is not possible or practicable, trenchless crossing techniques will be used. This will likely be to cross things like roads, railways and waterways.

Over the next two pages we've provided an overview of open trenching and trenchless construction methods.

Open trenching

Open trench (or 'open cut') excavation is the most common method for installing underground pipelines.

- Open trenching begins by marking out the total area within which construction work will take place.
- Topsoil is then carefully stripped and stored next to the pipeline route. Meanwhile, the pipeline is delivered in short lengths and placed on supports. These short lengths of pipeline are welded together into longer sections called 'strings'.
- Testing is completed on each weld and a full inspection report produced before the welds are coated.
- The pipeline trench is then dug, with excavated material stored separately from the already stripped topsoil.
- The pipeline 'strings' are then lowered into the trench using special vehicles called 'side booms' (pictured) or excavators and welded to the pipeline that's already been laid.
- The trench is backfilled using the previously excavated material and the topsoil is replaced.
- The pipeline is then hydrotested (filled with water) to prove the integrity of the fabricated structure and will pass rigorous checks prior to being commissioned.

Once the land above the pipeline has been fully reinstated it can be returned, as far as possible, to its previous use. We anticipate that open trenching will be the predominant technique we use to construct our underground pipeline.

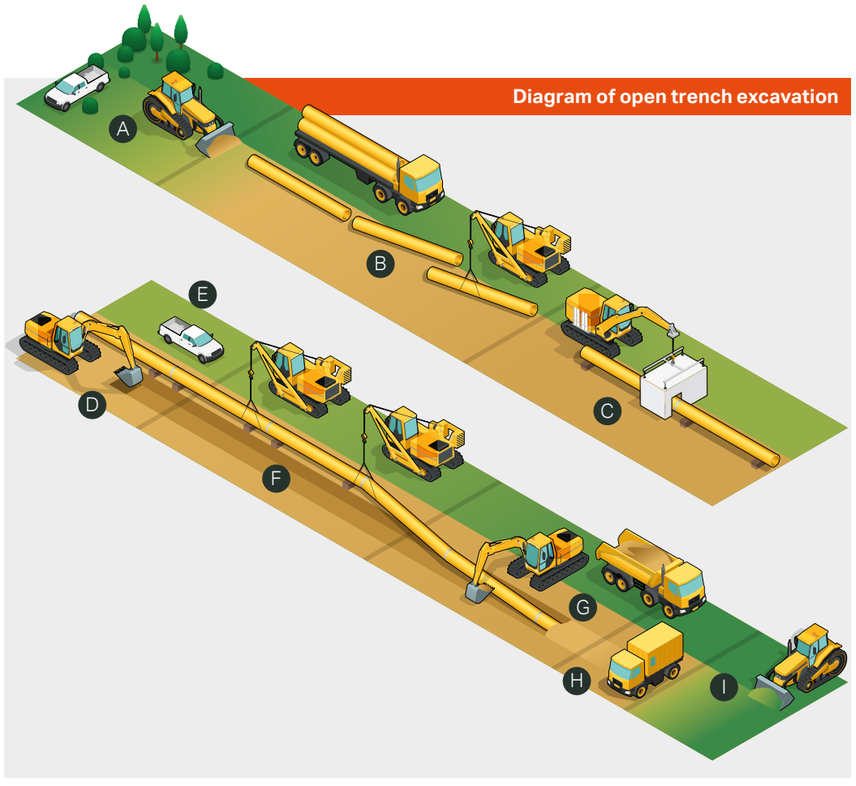


Diagram of open trench excavation

A. Surveying and clearing of site
B. Laying out pipe sections, cold bending
C. Welding pipe sections together
D. Digging pipeline trench
E. Construction inspection
F. Lowering pipe into trench
G. Backfilling trench and pipeline
H. Hydrotesting pipeline
I. Site restoration

Trenchless methods (for roads, rivers, other utilities, and rail)

In some cases, for engineering and environmental reasons, open trench methods are not viable so trenchless methods will be considered.

Possible trenchless techniques that will be assessed as part of the design are set out below.

Find out more

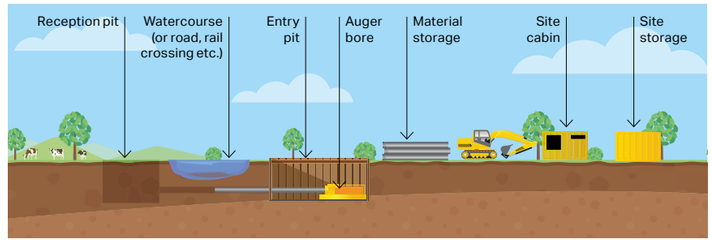
We'll need to use trenchless methods at various points along the pipeline route, including to cross major roads, such as the M56, M62, M6 and watercourses like the River Weaver Navigation, Mersey River and Trent and Mersey Canal. For more information on the trenchless crossings we think we'll need, read the project description in chapter two of the PEIR via the knowledge hub on our project website.

Auger boring

Auger boring can either be 'cased' or 'uncased'. For cased auger boring, steel or concrete pipe sections are pushed along the crossing section and material is removed by the auger drill inserted into the pipe.

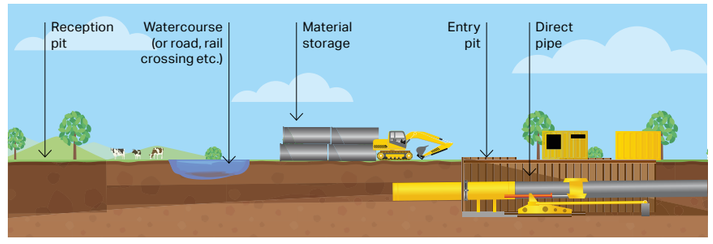
Following installation of the casing pipe, the hydrogen pipe is inserted with insulators to insulate and centralise the pipe in the casing.

For uncased auger boring the hydrogen pipe is inserted directly into the ground with no casing.



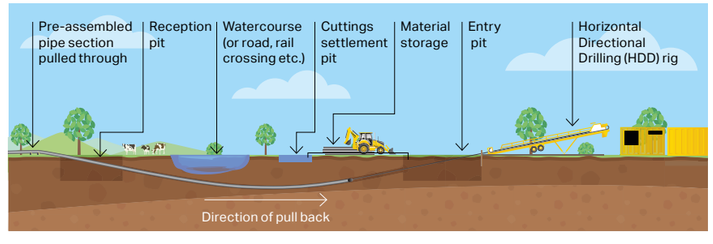
Direct pipe

Direct pipe can be applied to short and longer trenchless crossings. This technique is similar in its method and set up to micro-tunnelling (see below). However, the pipeline is installed directly into the ground behind the cutting machine, rather than being installed inside a completed tunnel.



Horizontal Directional Drilling (HDD)

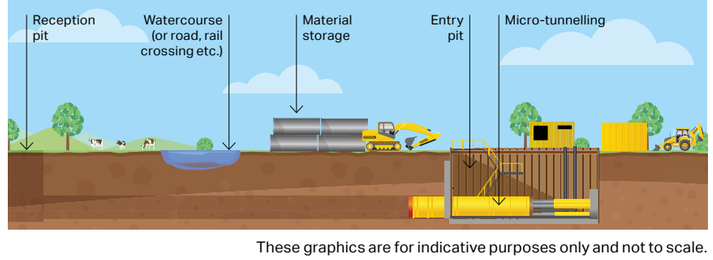
HDD is typically used on longer trenchless crossings. It requires an entry and exit pit on either side of the crossing. A hole is then drilled beneath the crossing and the hydrogen pipe pulled back through the drilled tunnel.



Micro-tunnelling

Micro-tunnelling is especially useful for laying pipelines beneath motorways, large roads, railway lines, and other sensitive areas.

A cutting tool / machine provides the mechanical excavation, which is generally controlled remotely above ground. Individual line pipes are then welded into a string pipe (a longer section of pipeline) and gradually pulled into the casing. Where space is limited, the pipe may be welded at the base of a shaft.



These graphics are for indicative purposes only and not to scale.

Temporary construction areas

At certain points along the route we will need temporary construction areas. These will allow us access to build the pipeline and HAGIs, as well as to store construction materials. Once construction has finished, these areas will be returned to the land owner.

You can view the temporary construction areas in more detail via the interactive map on our project website: feedback.hynethydrogenpipeline.co.uk or by contacting our project team for more information.

As part of our ongoing work, we'll carry out further surveys of construction areas and continue to liaise with local highway authorities to confirm they are suitable to use and support the safety of other road users. We will aim to carry out our construction as sensitively as possible and would welcome any feedback that can help us finalise our construction plans.

Temporary construction areas are likely to include:

- Temporary fencing – the requirements of which will be determined by security factors and what the land is being used for
- Temporary site signage and potentially other site safety requirements
- Temporary facilities for site personnel, (there will be no lodging on any of our sites)
- Temporary site drainage and possible watercourse crossings
- Temporary access to and from the site. Any access required will be agreed with the local highway authority. Any access tracks that are required will be determined by the conditions at particular construction areas.

Once we have finished using temporary construction areas we will, as far as possible, reinstate the land used to its previous use and return it to the land owner.

To see where these temporary construction areas will be, visit **feedback.hynethydrogenpipeline.co.uk** or contact the project team.

Environmental considerations

Our pipeline will bring positive long-term environmental benefits by helping industrial customers across the region to decarbonise their activities. However, any major infrastructure development can create short-term impacts and it's really important these impacts are identified, avoided, managed and minimised.

In early 2022, we published our Scoping Report, which set out what we understood to be the likely effects upon the environment and how we would assess them. Our Scoping Report was followed by the Secretary of State's Scoping Opinion. This is available to view on the Planning Inspectorate's website (www.gov.uk/government/organisations/planning-inspectorate).

Since then, we have been carrying out a range of environmental assessments to understand the potential impacts of the project. These included desk-based research, supported by on-site surveys. We have also engaged with statutory bodies, including the Environment Agency and Natural England. This has helped us to understand in greater detail the areas that we're working in.

Our Preliminary Environmental Information Report

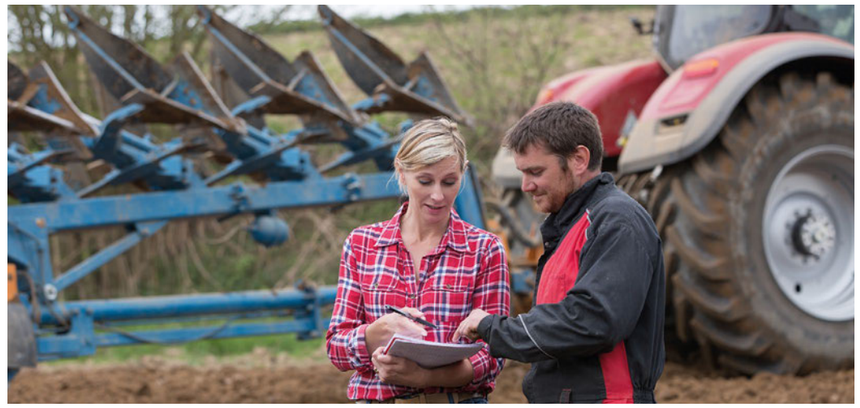
To support this consultation, we've published a Preliminary Environmental Information Report (PEIR).

This provides the preliminary findings of our environmental assessments, including the likely environmental effects of the project and how they could be mitigated.

We want you to tell us if there are any potential environmental effects you think we might have missed or anything else we should consider. Feedback at this consultation, and further technical work, will help us refine our plans and develop our Environmental Statement. This will be an important part of our application for development consent.

You can read our PEIR in full via the knowledge hub on our project website.

Land owners



The land agent team on Cadent's HyNet North West Hydrogen Pipeline project is being led by Fisher German LLP. Fisher German is a specialist company that's enjoyed a long working relationship with Cadent and has provided land agency services in connection with our pipeline network since its inception.

As part of the DCO application process there's a legal requirement to identify who owns or has an interest in land. To make sure the information gathered is as accurate as possible, the Fisher German team has been engaging with potentially impacted landowners.

As part of this consultation we will write to everyone that we have identified as having an interest in land affected by the project, inviting them to comment on our more detailed proposals.

We will continue to talk to landowners following the closure of this consultation as we prepare to submit our application for development consent and, if successful, carry out the installation of the pipeline.

This project will require land rights over private land, both long term and short term. We will offer payments to landowners who host our pipeline or provide access during its installation. These payments will be made under a temporary access agreement (where we only need to access land and will not be carrying out installation works) or an easement agreement, where we seek more formal rights to allow for the installation and operation of the pipeline.

Easement agreements

We will seek to agree the necessary rights from landowners to maintain, operate and inspect the pipeline. These rights are contained in an 'easement' agreement. The agreement places duties on both parties that enable us to work together to ensure the safe operation of the pipeline. One aspect of the easement is to control and restrict what can take place within the strip of land that lies over the pipeline. This is to prevent damage to the pipeline once it has been laid.

This strip of land will vary in width, up to 24.4m wide (depending on the size of the pipeline). We will seek an option agreement for the easement with landowners before we submit our application for development consent. We would then exercise the option should development consent be granted. Where land rights cannot be agreed voluntarily the DCO will contain compulsory purchase powers. However, these would only be used where we are unable to reach voluntary agreement.

Our proposals

West corridor: Stanlow to the Central Hub, and the Runcorn spur

The preliminary order limits in the western corridor start at Vertex Hydrogen's Hydrogen Production Plant at the Stanlow Manufacturing Complex. From there the pipeline route runs approximately 9.7 kilometres (6 miles) east to the Rocksavage HAGI and then approximately 9.7 kilometres (6 miles) south east to the Central Hub HAGI, primarily through open fields. The route avoids the Mersey Estuary Special Protection Area (SPA).

To help minimise the impacts of our construction, we'll use trenchless techniques to cross:

- Roads – the M56, A5117, A56 and A533
- Rail – the Ellesmere Port to Warrington line, Chester to Manchester Line and West Coast Mainline
- Waterways – River Weaver, Weaver Navigation and the Trent and Mersey Canal

We would like your feedback on our preliminary order limits in the west corridor, within which our pipeline will be routed, HAGIs sited and temporary construction areas located.

Options for the west corridor

In this corridor, there are still some options for short sections of the pipeline route, as well as options for the site of the Rocksavage HAGI. You can find out more about these options on pages 20-21.

The spur

In this area we'll need a spur in the direction of Runcorn. This will connect to the pipeline via the Runcorn HAGI. The spur will start at the Rocksavage HAGI and run north to the Runcorn HAGI. From the Runcorn HAGI there will be two spurs routed broadly north west to connect to the following industrial customers:

- Intergen
- The Heath Business and Technical Park

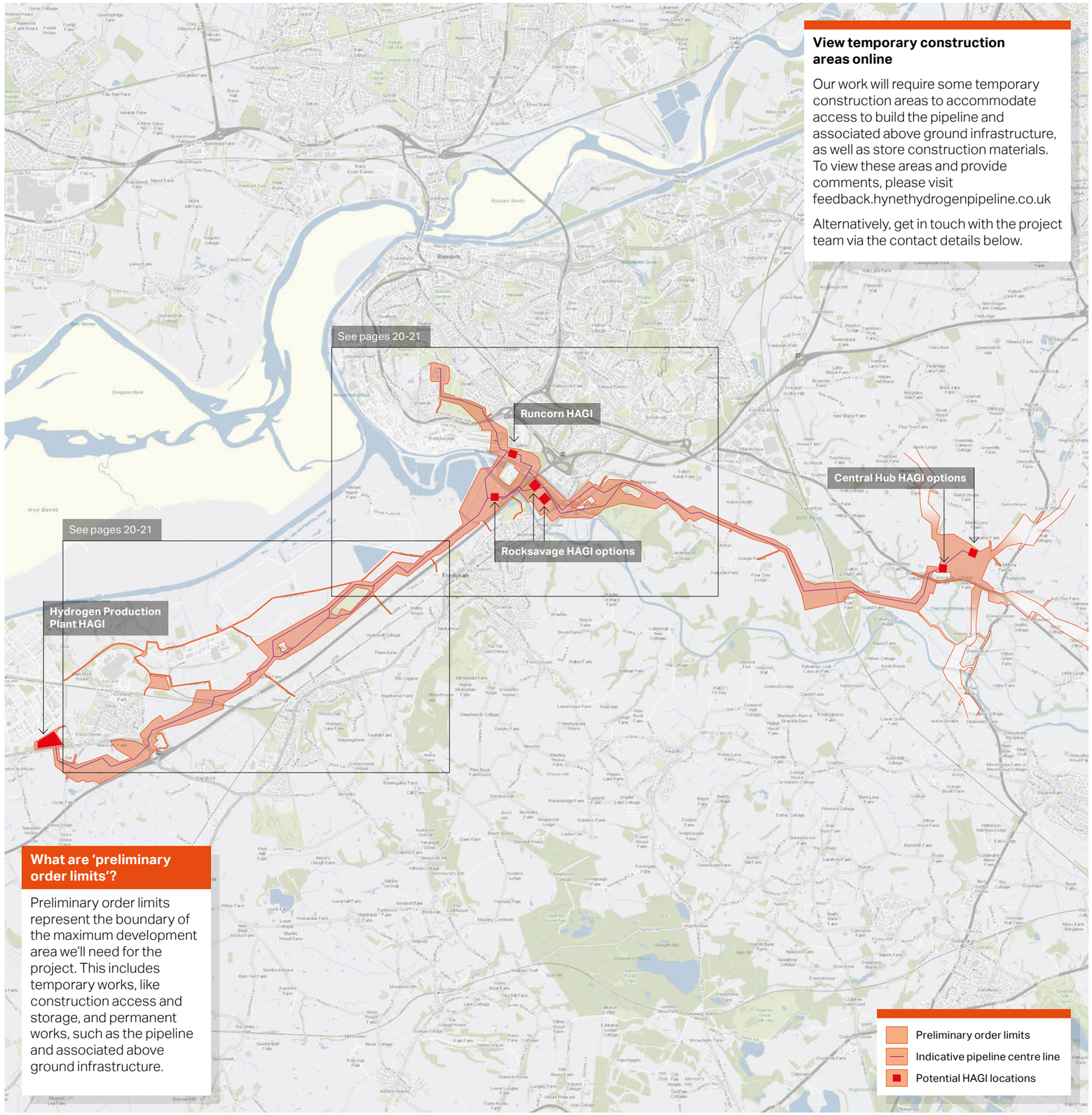
HAGIs

Along the western corridor we'll need three HAGIs:

- Hydrogen Production Plant HAGI – this would be located on the existing Stanlow Manufacturing Complex
- Rocksavage HAGI – we've currently identified three options for the location of our Rocksavage HAGI, which you can read more about on pages 20-21
- Runcorn HAGI – this would be located on land between the Weaver Navigation and the Weaver View minor road

The benefit of a separate Runcorn HAGI is a reduction in the number of pipelines crossing the Weaver Navigation in an area congested by existing infrastructure.

We would like your feedback on the potential HAGI sites we've identified along the western corridor. Please also tell us if you have any information that could help us identify a preferred site for the Rocksavage HAGI.



View temporary construction areas online

Our work will require some temporary construction areas to accommodate access to build the pipeline and associated above ground infrastructure, as well as store construction materials. To view these areas and provide comments, please visit feedback.hynethydrogenpipeline.co.uk

Alternatively, get in touch with the project team via the contact details below.

What are 'preliminary order limits'?

Preliminary order limits represent the boundary of the maximum development area we'll need for the project. This includes temporary works, like construction access and storage, and permanent works, such as the pipeline and associated above ground infrastructure.

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Our proposals

West corridor: options in this area explained

Option	Description

There is a distance of approximately 300 metres between the centre of each route option, with key factors being considered including proximity to overwintering bird habitats, existing energy infrastructure (i.e. overhead electric lines and wind turbines) and engineering feasibility. Either option would be constructed using 'open cut' techniques.

WP1	WP1 is the most northerly route and avoids interaction with existing overhead electric lines (see WP2).
WP2	WP2 brings the pipeline closer to a corridor of land already affected by M56 traffic and existing overhead electric lines, thereby reducing disturbance on land closer to the River Mersey. However, this land is often used by birds from the Special Protection Area on the river.

There are three options identified for the location of the Rocksavage HAGI (RSH1, RSH2 and RSH3).

RSH1	RSH1 is within an area identified as being at risk of flooding. This could make construction and operational access more difficult. This is why alternative locations (RSH2 and RSH3) have been identified.
RSH2	RSH2 avoids the flood area, thereby providing good access. However, there are potential land contamination concerns.
RSH3	RSH3 is located near to RSH2 in an area of woodland. However, it broadly avoids the flood zone and ground associated with historic landfill.

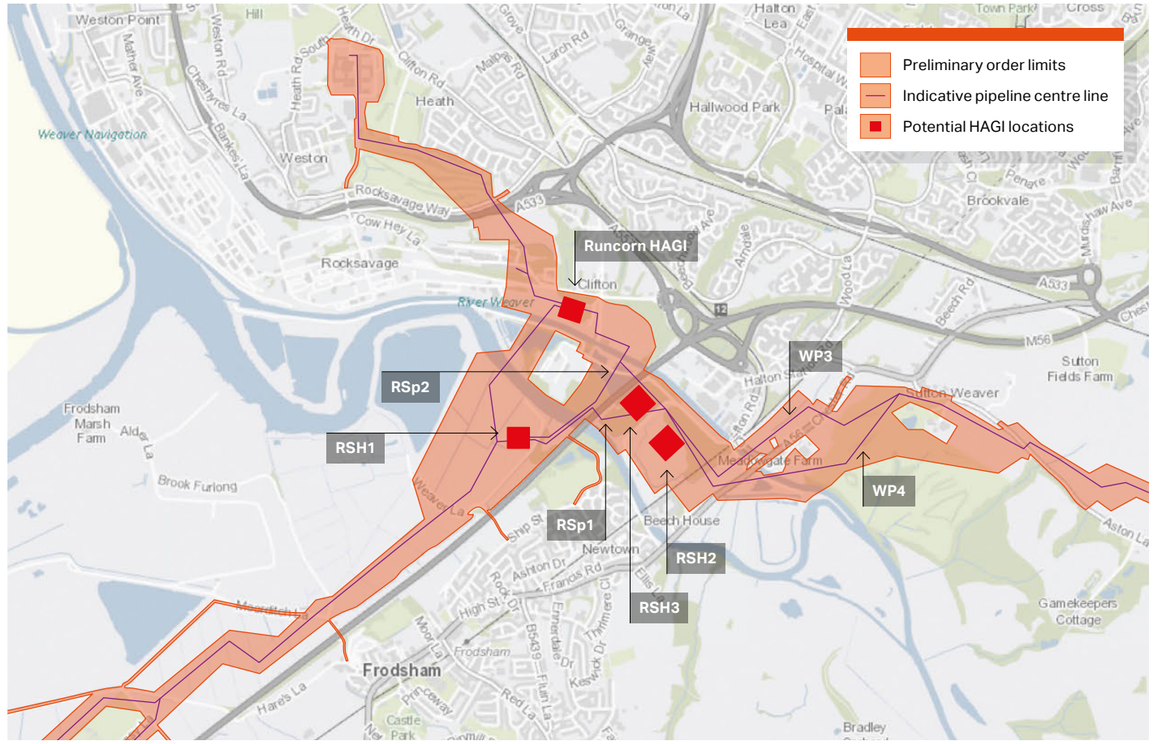
There are two further pipeline options south east of the Rocksavage HAGI (WP3 and WP4).

WP3	WP3 would include a trenchless crossing of the Weaver Navigation. It would pass north west of properties on the A56 and then switch south east, with another trenchless crossing of the A56. This option would require two individual crossings which, if technically feasible, could be completed as one larger crossing (see WP4)
WP4	WP4 would head broadly north east with a single trenchless crossing of the A56 and Weaver Navigation. It then passes to the south east of properties on the A56. This option would require one larger trenchless crossing of the A56 and Weaver Navigation.

There are two pipeline route options for the crossing of the River Weaver and Weaver Navigation, which are required between the Rocksavage and Runcorn HAGIs (RSp1 and RSp2).

RSp1	RSp1 reduces the number of more difficult, large diameter pipeline crossings in the area. It could be used in conjunction with RSH3.
RSp2	RSp2 would require a longer single trenchless crossing of both the River Weaver and Weaver Navigation, passing north east of an existing National Grid substation. It would remove the need for RSH1, RSH2 or RSH3, but, overall, requires more difficult, larger diameter pipeline crossings. Assessments are being completed to determine its feasibility.





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Our proposals

North corridor: St Helens to the Central Hub and the St Helens and Warrington spurs

The preliminary order limits in the northern corridor start at the Central Hub HAGI. From there they cover approximately 12 kilometres (7.4 miles) north to the Higher Walton HAGI and then approximately 9 kilometres (5.5 miles) north west to the Clock Face HAGI. They then continue broadly north for around 8 kilometres (5 miles) before finishing at the St Helens HAGI.

Between the Central Hub HAGI and Sutton Heath, the corridor typically runs through open fields before getting closer to residential areas and the industrial setting of Ravenhead. We are looking closely at how to minimise construction impacts on local people and welcome any views on this.

To help minimise the impacts of our construction, we'll use trenchless techniques to cross:

- Roads – the M56, M62, A56, A562, A5080, A57, A570
- Rail – the West Coast Main Line, the Skelton Junction to Ditton Junction Line, the Manchester to Allerton Line, the Liverpool to Manchester Railway
- Waterways – Bridgewater Canal, Manchester Ship Canal, River Mersey

We would like your feedback on our northern preliminary order limits, within which our pipeline will be routed, HAGIs sited and temporary construction areas located.

Options for the north corridor

In this area, there are some options for the pipeline route and options for the location of the Higher Walton HAGI. You can find out more about these options on the next page.

The spurs

In this area we'll need two spurs: one in the direction of St Helens and one in the direction of Warrington. The Warrington spur will include a second, smaller spur.

Warrington spur

The Warrington spur would be approximately 6 kilometres (3.7 miles) in length. It would start at the Higher Walton HAGI and run north east to connect to the following industrial customers:

- Solvay, Warrington (a shared single connection with Ingevity)
- Ingevity, Warrington (a shared single connection with Solvay)

A second, smaller spur will run for approximately 1.3 kilometres (0.8 miles) parallel to the railway line before connecting to:

- Novelis, Warrington

There are two route options for the connection to Novelis.

Clock Face spur

The Clock Face spur starts at the Clock Face HAGI and runs north east to connect to the following industrial customer:

- NGF Europe Ltd

St Helens spur

The St Helens spur starts at the St Helens HAGI and connects to the following industrial customers:

- Pilkington UK's Greengate Works
- Glass Futures

The spur to Pilkington's Greengate Works would run along Burtonhead Road to the north west for approximately 0.25 kilometres (0.2 miles).

The spur to Glass Futures would run along Burtonhead Road to the south east and then turn north with one major trenchless crossing of the A570 (St Helen's Linkway). This spur would be approximately 0.85 kilometres (0.52 miles).

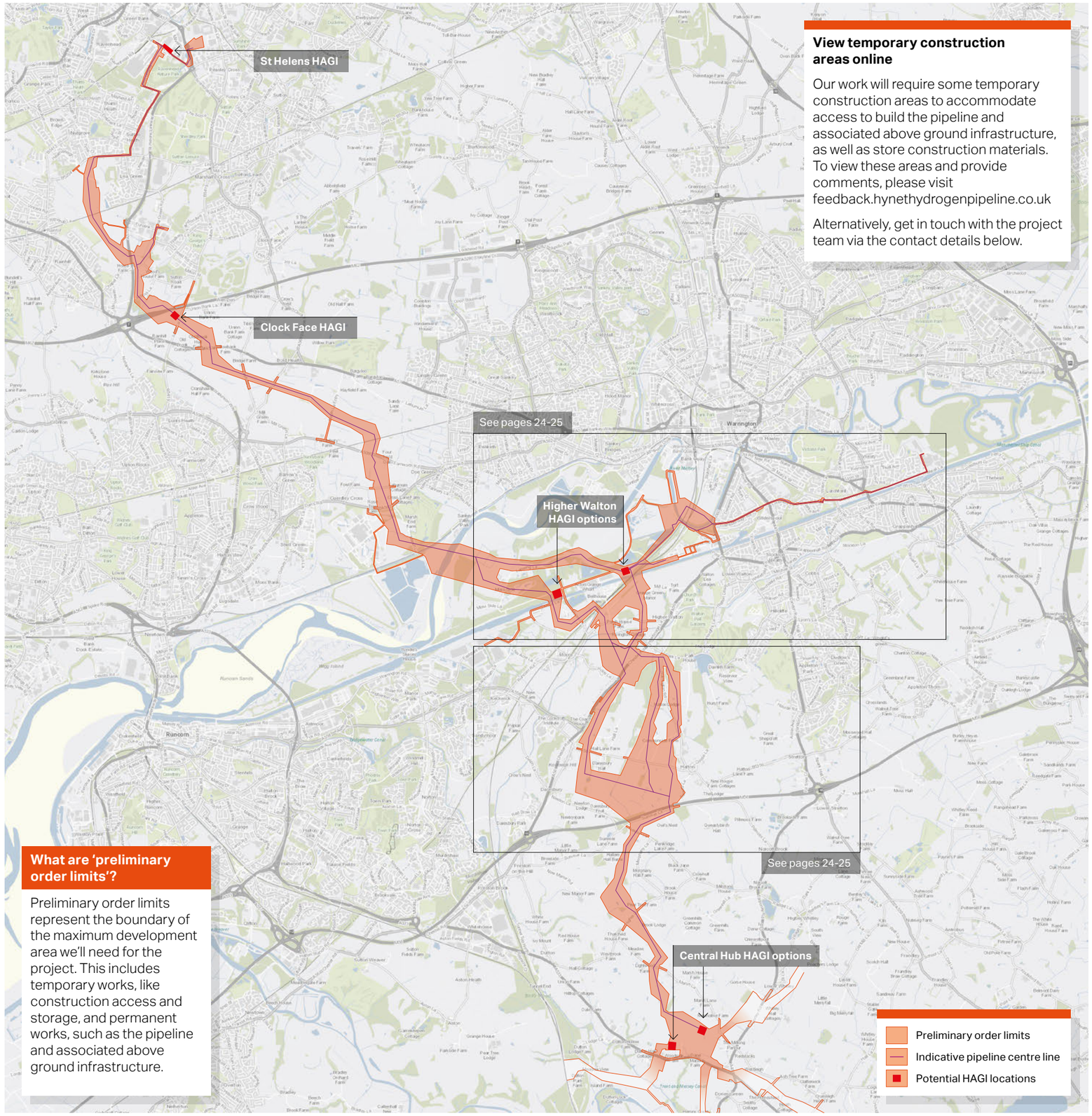
HAGIs

Following analysis of people's feedback and more technical and environmental work, **we have removed two potential HAGIs presented during our first consultation earlier in 2022: Cuerdley HAGI Search Area and Burtonwood HAGI.**

Along the northern route corridor we'll need three HAGIs:

- St Helens HAGI – this would be located on an area of open grass and scrub to the rear of Ravenhead Retail Park.
- Clock Face HAGI – this would be located in a field bounded by the M62 and the B5419.
- Higher Walton HAGI – we've currently identified two options for the location of our Higher Walton HAGI. You can find out more information about these on pages 24-25.

We would like your feedback on the route options and potential HAGI sites we've identified along the northern corridor. Please also tell us if you have any information that could help us identify a preferred site for the Higher Walton HAGI.



View temporary construction areas online

Our work will require some temporary construction areas to accommodate access to build the pipeline and associated above ground infrastructure, as well as store construction materials. To view these areas and provide comments, please visit feedback.hynethydrogenpipeline.co.uk

Alternatively, get in touch with the project team via the contact details below.

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Our proposals

North corridor: options in this area explained

Option	Description

The preliminary order limits include an area used by Creamfields festival, located north of the M56 and between Hatton and Daresbury. It's our aim to mitigate impacts on the operation of the festival site where possible. To do so we have identified various options (NP1, NP2 and NP3) and are in discussions with the landowner. Conversations as to how to minimise any potential impacts are ongoing between the festival organisers and the project team.

NP1	NP1 would pass along the western side of the Creamfields festival site, past Daresbury and continues north, parallel to the A56 (Chester Road). It is designed to avoid the key areas of the Creamfields festival site.
NP2	NP2 would travel within the Creamfields site and west of Warrington Road. It is designed to avoid the key areas of the Creamfields festival site.
NP3	NP3 would cross Warrington Road and then run parallel on its eastern side. It is designed to avoid the key areas of the Creamfields festival site and avoids the largest area of the festival site overall.

Following the trenchless crossing of the A56, there are two options at Higher Walton (NP4 and NP5) that include the trenchless crossings of the Bridgwater Canal, the West Coast Mainline and the Manchester Ship Canal.

NP4	NP4 would run through Moore Nature Reserve and an area of flood risk, but to a lesser extent than NP5. It would require individual crossings of the railway line and Manchester Ship Canal. The Higher Walton HAGI option would require a longer spur to reach Warrington customers.
NP5	NP5 would facilitate a HAGI option closer to Warrington customers and would avoid Moore Nature Reserve. It would require individual crossings of the railway line and Manchester Ship Canal. Engineering assessments are ongoing.

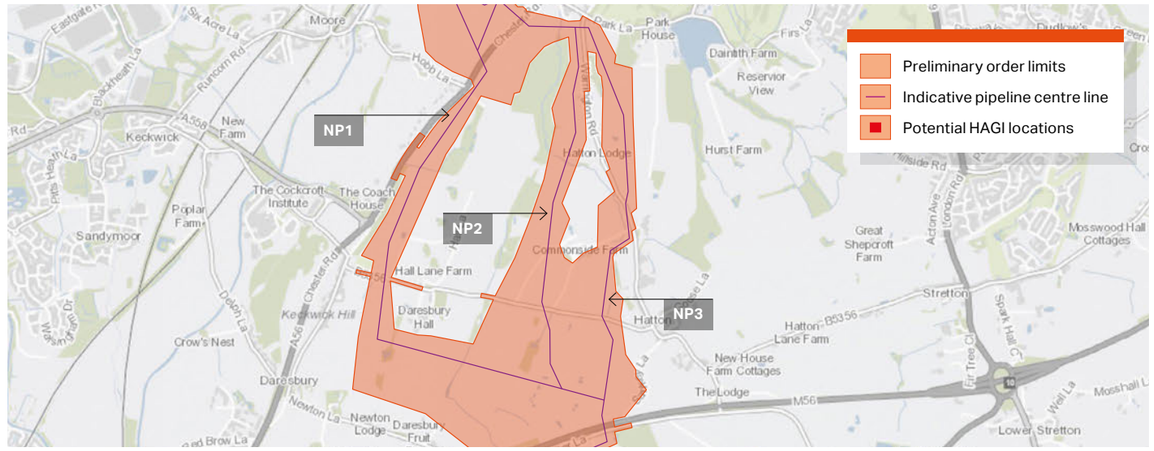
There are also two options at Higher Walton that include the trenchless crossings of the Bridgewater Canal, the West Coast Mainline and the Manchester Ship Canal (HWH1 and HWH2).

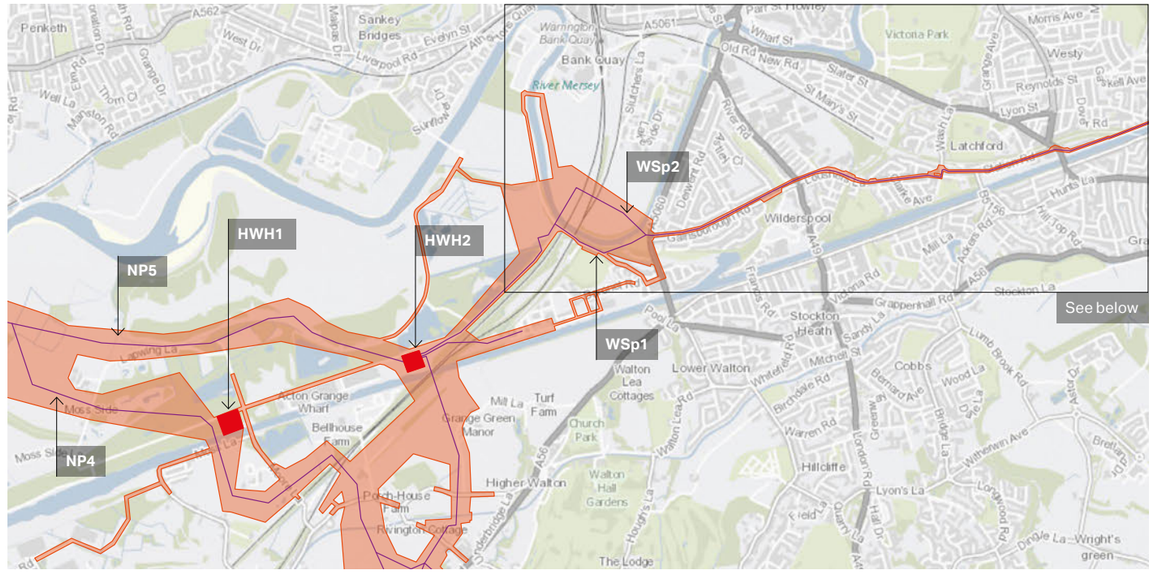
Each option connects to one of two Higher Walton HAGI location options on the north side of the Manchester Ship Canal and rejoins towards the crossing of the River Mersey to the west.

HWH1	This HAGI location option is dependent on pipeline route option NP4 being appropriate. It would require a longer spur line to Warrington customers and would be located within Moore Nature Reserve and an area of flood risk.
HWH2	This HAGI location option is dependent on pipeline route option NP5 being appropriate. It would require a shorter spur line to Warrington customers and would be located outside Moore Nature Reserve and an area of flood risk.

There are two options for the Warrington spur connection to Novelis (WSp1 and WSp2).

WSp1	WSp1 would remain south of the River Mersey. It would cross under the railway underpass and continue as street works along Eastford Road. It would then proceed broadly north east, crossing the disused Runcorn and Latchford Canal, then toward the A5060, and continue as street works towards Novelis. This option would run along the same corridor as the Warrington Linkway road development.
WSp2	WSp2 would run north east with a trenchless crossing of the River Mersey. It would then turn south east, with a trenchless crossing of the railway, and continue on to the A5196 (Slutchers Lane / Centre Park Link Road). Finally, it would exit the lane before another trenchless crossing of the River Mersey and head towards Novelis.







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Our proposals

East corridor: Central Hub to Partington, and the Warburton and Partington spurs

The preliminary order limits in the eastern corridor start at the Central Hub HAGI. From there they travel approximately 20.4 kilometres (12.6 miles) north east to the Warburton HAGI. They then continue north east for approximately 4.7 kilometres (2.9 miles) before continuing north east to the Partington HAGI. The route for this corridor is typically through open fields.

To help minimise the impacts of our construction, we'll use trenchless techniques to cross:

- Roads – the M56, M6, A49, A559, A50 and A56

We would like your feedback on our eastern preliminary order limits, within which our pipeline will be routed, HAGIs and BVIs sited and temporary construction areas located.

The spurs

Warburton spur

The Warburton spur starts at the Warburton HAGI and runs approximately 0.2 kilometres (0.12 miles) west to connect to the existing Cadent Above Ground Installation (AGI) on Carr Green Lane. This spur will enable potential blending of hydrogen into the existing gas network in the future.

Partington spur

The Partington spur starts at the Partington HAGI within a disused industrial area and connects to the following industrial customers:

- Carrington Power Station
- SAICA, Partington
- Partington Cadent AGI
- Basell Polyolefins

The spur to SAICA, Partington would be 0.5 kilometres (0.3 miles) and travel north west along an existing road. It would require a single major trenchless crossing of the A6144.

The spur to Partington Cadent AGI would run north west and is expected to be approximately 0.3 kilometres (0.2 miles).

The spur to Basell Polyolefins would run north for approximately 0.4 kilometres (0.2 miles) and connect adjacent to an existing metering house.

HAGIs

Along the eastern corridor we'll need two HAGIs:

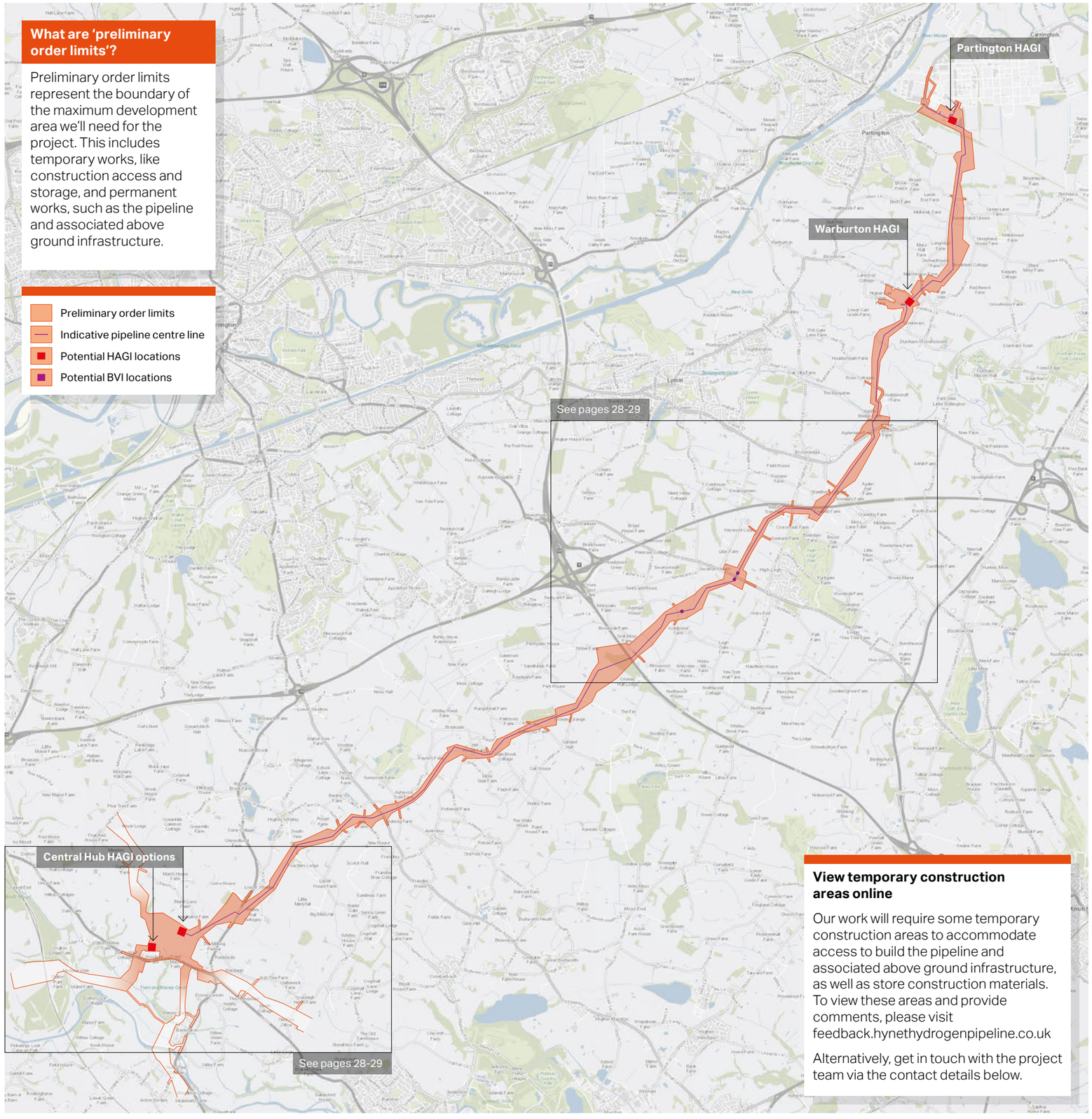
- Partington HAGI – this would be located on a disused brownfield site, with extensive belts of trees to the south and east and an open industrial setting to the north
- Warburton HAGI – this would be located next to the existing Cadent Above Ground Installation (AGI)

The Partington and Warburton HAGIs will connect to existing Cadent Above Ground Installation facilities to enable potential blending of hydrogen into the existing gas network.

We would like your feedback on the potential HAGI sites we've identified along the eastern corridor.

BVI options

We will need a BVI in this area and have currently identified three options for this. See pages 28-29 for more information.



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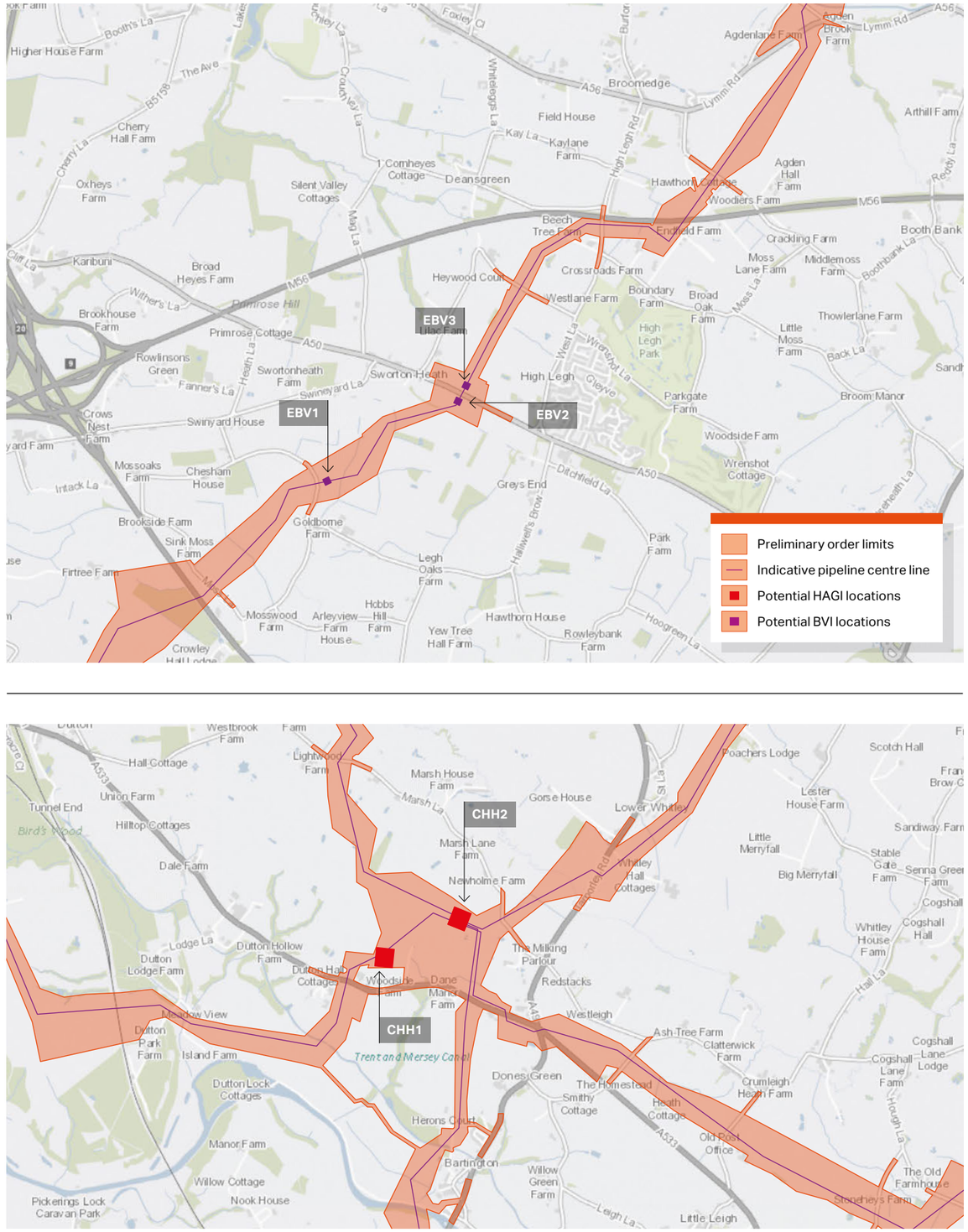
Our proposals

East corridor: options in this area explained

Option	Description

There are three options that we've identified for the Block Valve Installation we need in the east corridor. The first option (EBV1) is off Moss Lane, approximately 1.1km (0.7 miles) northeast of the M6 and is located in an agricultural field. The other two options (EBV2 and EBV3) are in agricultural fields approximately 30 metres southwest and northeast respectively of the A50 (Warrington Road).

EBV1	This BVI option would be located in an agricultural field with hedgerows at its edges. It is approximately 1.1 kilometres north east of the M6 and adjacent to Moss Lane.
EBV2	This BVI option would be located in agricultural fields south west of the nearby A50 (Warrington Road).
EBV3	This BVI option would be located in an agricultural field north east of the nearby A50 (Warrington Road).



Central Hub HAGI: options explained

Option	Description

The Central Hub is the HAGI at the centre of our proposed pipeline. It will provide a connection and onward distribution point to customers along the south, east and north corridors.

We have identified two options for the Central Hub HAGI, which we would like your feedback on.

CHH1	This Central Hub HAGI option would be located in an agricultural field to the rear of Woodside Farm. This field is generally bound by hedgerows with some existing gaps.
CHH2	This Central Hub HAGI option would be located further north. It would be along an existing hardstanding track leading to an area currently used for storage. The adjacent field has hedgerows and some mature trees at its edges. CHH2 is set back a fair distance from existing public roads, decreasing its visibility.

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Our proposals

South corridor: Central Hub to Hydrogen Storage Facility and the Northwich spur

At our first consultation earlier in 2022 we presented two options for the southern route: option A to the west of Northwich and option B to the east of Northwich. **We can now confirm that option A is the option we will be moving forward with.**

The preliminary order limits in the south corridor start at the Central Hub HAGI. From there the south corridor runs approximately 20.5 kilometres south to the Hydrogen Storage Facility.

This will store hydrogen at Inovyn's underground caverns to the south of Northwich. Hydrogen stored in these caverns will be transported to industrial customers.

To help minimise the impacts of our construction, we'll use trenchless techniques to cross:

- Roads – the A553, A49, A556, A533, A530
- Rail – the West Coast Main Line and West Coast Main Line (Vale Royal Island), the Mid Cheshire Line, Middlewich Branch Line
- Waterways – Trent and Mersey Canal, Weaver Navigation, River Dane,

We would like your feedback on our preliminary order limits in the south section, within which our pipeline will be routed, HAGIs sited and temporary construction areas located.

Options for the south corridor

In this area, there are some options for the pipeline route and the BVI. You can find out more about these options on pages 32-33.

We would like your feedback on the southern preliminary order limits route options we've provided.

The spur

The Northwich spur starts at the Central Hub HAGI and runs approximately 7 kilometres (4.3 miles) south east, including four major trenchless crossings, to connect to the following industrial customers:

- TATA Chemicals, Winnington

HAGIs

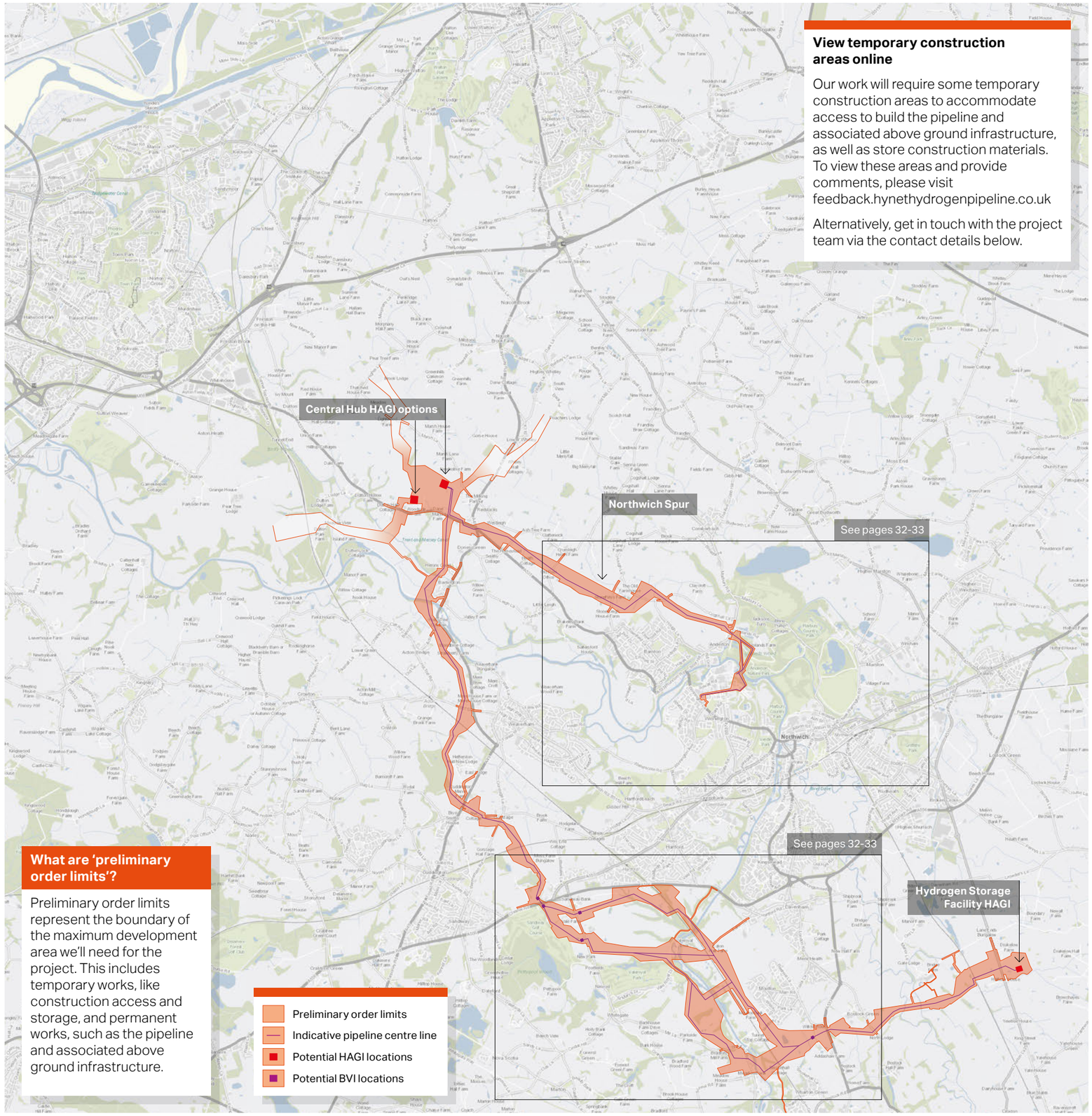
Along the southern corridor we'll need one HAGI:

- Hydrogen Storage Facility HAGI – this would be located approximately 250 metres east of the A530, in a field bounded by hedgerows and trees.

We would like your feedback on the route options and potential HAGI site we've identified along the southern corridor.

BVI options

We will need a BVI in this area and have currently identified five options for this. See pages 32-33 for more information.



View temporary construction areas online

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Our proposals

South corridor: options in this area explained

Option	Description

In this area we've identified four options for the required trenchless crossings of the Weaver Navigation and West Coast Mainline, south of the trenchless crossing of the A556 (Chester Road) (SP1, SP2, SP3 and SP4).

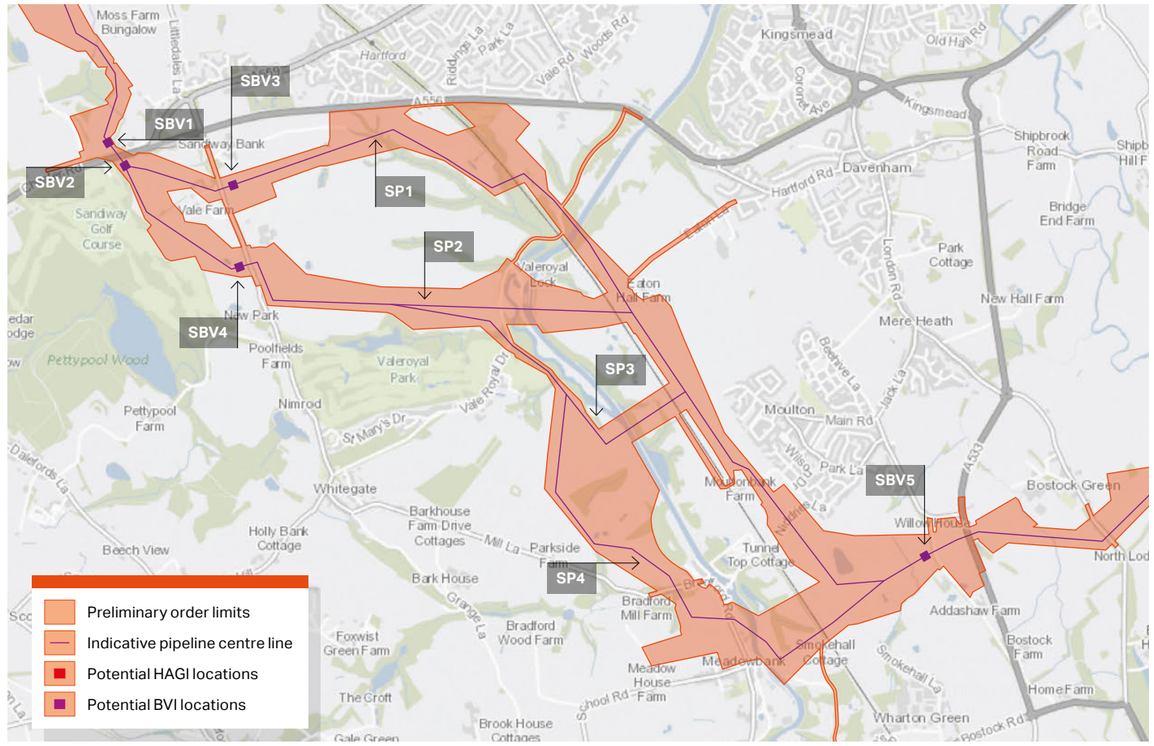
SP1	SP1 would require individual trenchless crossings of the West Coast Mainline and an area of ancient woodland (Heys Wood).
SP2	SP2 would run south east to a long trenchless crossing of the Weaver Navigation and West Coast Mainline, near Vale Royal Locks.
SP3	SP3 would run along the eastern edge of the golf club at Vale Royal Park and an area with a number of Tree Preservation Orders. It would require a single trenchless crossing of the Weaver Navigation and West Coast Mainline. This would start south of Hulses Island as access between the two crossings would be challenging.
SP4	SP4 would also run along the eastern edge of the golf club at Vale Royal Park and an area with a number of Tree Preservation Orders. It would then run further south, crossing Mill Lane / Bradford Road and the belt of established deciduous broadleaved woodland using open cut construction. A trenchless crossing of the Weaver Navigation, near Bradford Road, and the West Coast Mainline, would be required. This option could also be completed as a larger single trenchless crossing of the Weaver Navigation and West Coast Mainline.

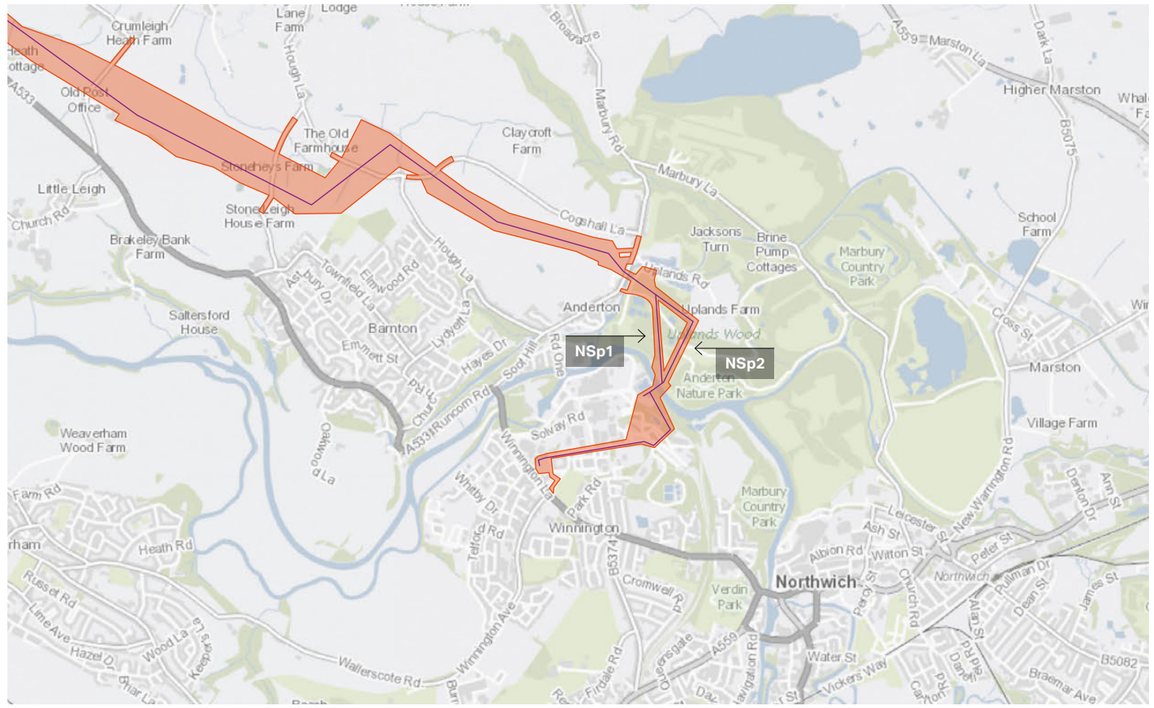
There are five options for the BVI we need in this area (SBV1, SBV2, SBV3, SBV4 and SBV5).

SBV1	This BVI option is located in fields to the north of the A556 (Chester Road).
SBV2	This BVI option is located in fields to the south of the A556 (Chester Road).
SBV3	This BVI option is located in a field to the east of Whitegate Lane. This option would only be possible if pipeline route option SP1 is preferred.
SBV4	This BVI option is located further south than SBV1 and SBV2, in a field to the west of Whitegate Lane. It is applicable to pipeline route options SP2, SP3 and SP4.
SBV5	This BVI option is located to the west of an established belt of trees at Jack Lane, after the pipeline route options SP1, SP2, SP3 and SP4 converge.

There are two options following the combined trenchless crossing of Marbury Road, Trent and Mersey Canal and Lift Lane (NSp1 and NSp2).

NSp1	NSp1 would run south to a trenchless crossing of the River Weaver. It would then follow open areas and tracks to, as far as possible, avoid impact on woodland through Anderton Nature Reserve and associated recreational areas.
NSp2	NSp2 would run south east and then south west to avoid existing ponds and areas of mature woodland.





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Managing a hydrogen network

At our first consultation earlier in 2022 you told us you would like more information on how Cadent will ensure the safety of the HyNet North West Hydrogen Pipeline – both during construction and while in use.

Please be assured that people's safety is our first priority. We will consider all potential risks during the design, construction and operation of the new pipeline.

Cadent has a long history of safely managing the UK's existing natural gas network. Hydrogen will be used in a similar way to natural gas, which the wider gas sector has managed the safe delivery of for around 200 years.

Here are some of the ways safety of the pipeline will be ensured:

- The hydrogen pipeline will be designed, constructed and managed in line with the Pipeline Safety Regulations 1996 – the same regulations that govern natural gas. It will also be designed to the Institution of Gas Engineers and Managers (IGEM) design standard, specifically developed for hydrogen.
- As with existing gas networks, we're carrying out thorough safety assessments as part of the design process for the pipeline.
- The pipeline will be constructed by competent constructors and to a stringent quality management and control system
- The pipeline will be maintained through an effective Pipeline Integrity Management System. We will monitor any work that takes place in the vicinity of the pipeline. We will also work with landowners who would like to undertake activities near to the pipeline.

In the table below we've provided our answers to a selection of the most common questions relating to safety we received during our first consultation earlier in 2022.

Find out more

Read our *Non-Statutory Consultation Feedback Report* via the knowledge hub on our project website. This sets out in detail how we analysed feedback received during our first consultation, including feedback relating to safety considerations.

Your question	Our answer
A member of the public said they were concerned about the potential for increased fire risk and safety impacts of hydrogen. They were particularly concerned by the flammability of hydrogen. Another considered the fire risk of the project to be particularly high as hydrogen burns with an invisible flame. Members of the public were concerned by the effects on local areas due to a potential hydrogen leak.	The safety of the hydrogen pipeline is of the utmost importance to Cadent. The pipeline will be designed and built to standards specifically developed for hydrogen, which will help minimise any potential safety risks. The pipeline will be maintained through an effective Pipeline Integrity Management System. Where possible, the pipeline has been routed away from populated areas. It will be designed using heavier pipe to minimise any potential risk of leaks. Controls and instrumentation will be put in place to quickly alert us in case of an issue. There will also be remote controls to help manage any potential emergency procedures and a strict testing regime carried out before any hydrogen is introduced into the pipeline.
Members of the public raised concerns about the effects of hydrogen on steel causing a risk of leaks from pipes or seals. Another respondent was concerned that the safety risk of hydrogen leakage might be higher as it is difficult to odourise. They considered the safety risk to be higher than that of methane.	The pipeline materials and components will be tested and qualified for hydrogen service. The hydrogen gas will also be odourised in the same way as natural gas so that it can be recognised.

Have your say

Local people, including residents, local elected representatives and other stakeholders, have an important role to play throughout this consultation. We need your views and knowledge as we work to develop our final proposals for submission to the Planning Inspectorate and Secretary of State for Business, Energy and Industrial Strategy (BEIS).

Our second round of consultation will run from 12 September to 10 November 2022.

This is a statutory round of consultation meaning it's a required part of the government's planning process for Nationally Significant Infrastructure Projects, as per the Planning Act 2008.

We would like your feedback on the work we have done to identify the preliminary order limits, within which our pipeline will be routed, HAGIs sited and temporary construction areas located, as well as the decisions we've made. Your feedback on the proposals we have presented will be helpful as we begin to finalise our plans.

Please ensure you submit your feedback by **23:59, 10 November 2022**

All the feedback we receive will be recorded and carefully considered ahead of submitting the DCO application to the Planning Inspectorate and Secretary of State for BEIS.

Hard copy materials

Materials are digitally available on our project website. However, if you would prefer to view project materials in hard copy form then you can contact the project team or visit a number of information points across the project area.

Call **0800 860 6261** or email **info@hynethydrogenpipeline.co.uk** to contact the team, or visit the project website to see the locations where you can view hard copy materials.



You can take part and comment on our proposals by:

Using the project website
www.hynethydrogenpipeline.co.uk

Send an email to
info@hynethydrogenpipeline.co.uk

Send written feedback to the freepost address
FREEPOST HYNET NWHP

Drop into one of our in-person events, discuss the project with us and pick up a hard copy feedback form to fill in.
See page 36 of this brochure or visit www.hynethydrogenpipeline.co.uk/meet-the-team for more information

Ask any questions you might have by calling 0800 860 6261

Meet the team

You can find out more about Cadent's HyNet North West Hydrogen Pipeline at one of our consultation events.

These events are a great way to learn more about our proposals, meet the project team and ask any questions you may have about the project.

In-person consultation events are 'drop in' events, meaning you can stop by at any point to learn more and speak to the team. The details are as follows:

In-person consultation events		
The Milner Church Institute	Saturday 1 October 2022 10:00am to 3:00pm	Runcorn Road, Moore, Runcorn, Cheshire WA4 6TZ
Whitley Village Hall	Wednesday 12 October 2022 3:30pm to 7:30pm	Village Lane, Higher Whitley, Warrington WA4 4EJ
Frodsham Community Centre	Thursday 13 October 2022 10:00am to 1:00pm	Fluin Lane, Frodsham WA6 7QN
Fuse ROC Centre	Tuesday 18 October 2022 10:00am to 1:00pm	Warburton Lane, Partington, Manchester M31 4BU
Anderton Village Hall	Tuesday 18 October 2022 3:00pm to 7:00pm	New Road, Anderton, Northwich CW9 6AE
St Stephen's Church Hall	Wednesday 19 October 2022 10:00am to 1:00pm	Main Road, Moulton, Northwich, CW9 8PL
Warrington Football Club	Wednesday 19 October 2022 3:00pm to 7:00pm	Cantilever Park, Common Lane, Warrington, Cheshire WA4 2RS
Thatto Heath Library	Friday 28 October 2022 10:00am to 1:00pm	Thatto Heath Rd, St Helens WA10 3QX
High Legh Village Hall	Monday 31 October 2022 9:30am to 12:30pm	West Lane, High Legh, Knutsford, Cheshire WA16 6LR

Help

Should you experience any issues while trying to register to attend one of our online consultation events then please contact the project team by emailing **info@hynethydrogenpipeline.co.uk** or calling **0800 860 6261**.

Please also refer to the project website for any updates before attending in-person events.

The online events will be held on Zoom and include a presentation from the project team followed by a question and answer session.

Please scan the QR codes below or visit **www.hynethydrogenpipeline.co.uk/meet-the-team** to register your attendance for an online event.

Online events

Online event 1
Tuesday 4 October 2022
6:00pm to 7:00pm

Online event 2
Thursday 20 October 2022
6:00pm to 7:00pm

Next steps

Once this consultation closes at 23:59 on 10 November 2022, we will carefully consider all the feedback we have received alongside carrying out further technical, engineering and environmental work. This is all with the aim of developing our final design for the HyNet North West Hydrogen Pipeline – the basis of our DCO application.

The final design will consist of our order limits, which will continue to include the pipeline centre line, HAGIs, BVIs, and areas to be used for construction and access. The order limits are likely to be narrower than those currently presented and we will have selected final HAGI and BVI locations. We will aim to remove any optionality around the order limits.

This stage of consultation is likely to be the last project-wide consultation on our proposals so it's really important you take this opportunity to have your say.

Once we have developed our final proposals we will submit an application for development consent to the Planning Inspectorate and Secretary of State for BEIS. We expect to submit our application in Spring 2023.

Our application will include:

- A consultation report summarising people's responses to this consultation and an explanation of how we have taken people's views into account.
- An environmental statement setting out the environmental considerations for the project and how we propose to mitigate them.

The Planning Inspectorate will examine our proposals and prepare a report for the Secretary of State for BEIS. BEIS will then make the final decisions on our application, which we expect mid to late 2024.

If our application is successful, we expect to begin construction in 2025 and for construction to take around two years to complete.

There will be further opportunities for people to get involved as part of a process led by the Planning Inspectorate following application submission.

You can find out more about this process by visiting: https://infrastructure.planninginspectorate.gov.uk/application-process/.

Current project timeline

January to March 2022:
Non-statutory consultation takes place

Autumn 2022:
Statutory consultation launches

Spring 2023:
Development Consent Order (DCO) submission

Summer/Autumn 2024:
Secretary of State decision

2025-2027:
Construction takes place

2027:
Commissioning phase before pipeline becomes operational

Please note that this is an indicative timeline and could be subject to change.

Contact us

To submit feedback, ask questions and find out more, get in touch with the project team via the contact details below:



Email: info@hynethydrogenpipeline.co.uk



Register to stay informed:
www.hynethydrogenpipeline.co.uk/keep-in-touch



Write to us: FREEPOST HYNET NWHP



Call: 0800 8606 261

HyNet North West Hydrogen Pipeline
Statutory consultation
Feedback form

HyNet North West Hydrogen Pipeline

Delivering clean growth

Project overview

We are developing an underground pipeline network that will transport low carbon hydrogen from Vertex Hydrogen's Hydrogen Production Plant at the Stanlow Manufacturing Complex to various industrial customers.

In the future, the pipeline has the potential to transport low carbon hydrogen to blending stations, which are adjacent to Cadent's existing gas infrastructure in Warburton and Partington. Here, hydrogen will potentially be blended into the existing gas network to heat homes and businesses.

The project will also link to underground hydrogen storage facilities that will be used to balance supply and demand.

The pipeline will be underground, although we will need ten Hydrogen Above Ground Installations (HAGIs) and Block Valve Installations (BVIs) at various locations along the route.

Visit www.hynethydrogenpipeline.co.uk to find out more about our proposals, including information on:

- **Proposed locations for the pipeline, Hydrogen Above Ground Installations (HAGIs), Block Valve Installations (BVIs), and temporary construction areas**
- **Results from the first stages of environmental assessment**
- **Our initial outline plans for construction**

We would encourage you to complete this feedback form while referring to a number of other resources designed to help you understand the project in more detail. These are available to read via the knowledge hub on our project website.

The consultation

Our consultation is now open and will run from 12 September 2022 until 23:59, 10 November 2022.

Your feedback will help us develop final plans before applying to the Planning Inspectorate and Secretary of State for Business, Energy and Industrial Strategy (BEIS) for a Development Consent Order (DCO), in accordance with the Planning Act 2008.

Have your say

Please complete this feedback form and return to us using our freepost address: FREEPOST HYNET NWHP.

If you require this form in an alternative format, please contact 0800 8606 261.

You can also provide your feedback online at **feedback.hynethydrogenpipeline.co.uk** or by emailing **info@hynethydrogenpipeline.co.uk.**

Should you have any questions or require more information, visit the website (**www.hynethydrogenpipeline.co.uk**) or call the project team on **0800 8606 261**.

Please submit your feedback by 23:59, 10 November 2022.

We will take all the feedback we receive into consideration as we continue to develop our plans for the HyNet North West Hydrogen Pipeline. We will summarise all the feedback we receive, and how we've considered it, in our Consultation Feedback Report. This will be an important part of our application.

Cadent

Your Gas Network

Personal Information

First name:

Surname:

Email address:

Postcode (optional):

Date:

Company/Organisation, where applicable (optional):

Please refer to the privacy notice overleaf for details of how we will handle your data.

A West corridor: Stanlow to the Central Hub, and the Runcorn spur

For more information about our plans in this area, please view the interactive map on our website or see pages 18-21 of the brochure.

A1. Please share your views on the preliminary order limits (sometimes referred to as a 'red line boundary'), the indicative pipeline centre line, and alternative route options we've identified along the west corridor.

A2. Please share your views on the potential HAGI locations we've identified along the west corridor, including any additional information that could help us identify a preferred site for the Rocksavage HAGI.

To view temporary construction areas in more detail, visit feedback.hynethydrogenpipeline.co.uk. Alternatively, get in touch with the project team.

A3. Please share your views on the areas we've chosen for temporary construction activity along the west corridor (i.e., access to build the pipeline, areas to store materials).

B North corridor: St Helens to the Central Hub, and the St Helens and Warrington spurs

For more information about our plans in this area, please view the interactive map on our website or see pages 22-25 of the brochure.

B1. Please share your views on the preliminary order limits, the indicative pipeline centre line, and alternative route options along the north corridor.

B2. Please share your views on the potential HAGI locations we've identified along the north corridor, including any additional information that could help us identify a preferred site for the Higher Walton HAGI.

To view temporary construction areas in more detail, visit feedback.hynethydrogenpipeline.co.uk. Alternatively, get in touch with the project team.

B3. Please share your views on the areas we've chosen for temporary construction activity along the north corridor (i.e., access to build the pipeline, areas to store materials).

C East corridor: Partington to the Central Hub, and the Warburton and Partington spurs

For more information about our plans in this area, please view the interactive map on our website or see pages 26-29 of the brochure.

C1. Please share your views on the preliminary order limits and the indicative pipeline centre line we've identified along the east corridor.

C2. Please share your views on the potential HAGI and BVI locations we've identified along the east corridor.

To view temporary construction areas in more detail, visit feedback.hynethydrogenpipeline.co.uk. Alternatively, get in touch with the project team.

C3. Please share your views on the areas we've chosen for temporary construction activity along the east corridor (i.e., access to build the pipeline, areas to store materials).

D South corridor: Central Hub to Hydrogen Storage Facility and the Northwich spur

For more information about our plans in this area, please view the interactive map on our website or see pages 30-33 of the brochure.

D1. Please share your views on the preliminary order limits, the indicative pipeline centre line, and alternative route options we've identified along the south corridor.

D2. Please share your views on the potential HAGI and BVI locations we've identified along the south corridor.

To view temporary construction areas in more detail, visit feedback.hynethydrogenpipeline.co.uk. Alternatively, get in touch with the project team.

D3. Please share your views on the areas we've chosen for temporary construction activity along the south corridor (i.e., access to build the pipeline, areas to store materials).

E The Central Hub

For more information about our plans for the Central Hub, please view the interactive map on our website or see pages 28-29 of the brochure.

E1. Please share your views on the two potential locations we've chosen for the Central Hub, including any additional information that could help us identify a preferred site.

E2. Please share your views on the areas we've chosen for temporary construction activity for the Central Hub (i.e., access to build the Central Hub, areas to store materials).

F Preliminary Environmental Information

F1. Do you have any comments on the Preliminary Environmental Information Report (PEIR)? You can read the PEIR in full via the knowledge hub on our project website.

G Other comments

G1. Is there anything else within this current consultation which you would like to comment on?

For more information about the work we've done since our first consultation, please refer to our brochure and Design Evolution Report, available via the knowledge hub on our project website.

G2. Please share your views on the work we've done since our first consultation earlier this year that's helped us present more detailed proposals.

Privacy Statement

Your privacy matters to us and we are transparent about how we use your data.

FAQs

Why are we collecting this data?

- To support us developing and planning our hydrogen network as part of the HyNet North West Hydrogen Pipeline project
- To allow us to keep you up to date as the project progresses and to inform you of any future consultations
- To meet our statutory obligations under the Planning Act 2008 and any other relevant legislation

Who are we sharing this information with?

With our contractors and suppliers with whom we have contracts in place to support in the development of the project, for example, Camargue, which acts on behalf of Cadent Gas Limited (Cadent).

With relevant government bodies, such as the Planning Inspectorate and the Department of Business, Energy and Industrial Strategy (BEIS) to supporting the Project planning application process.

How long will we keep that information?

We will keep the information for the purposes of the Project and maintaining our gas network.

If you wish to update your information, find out more, or make any requests, please contact:



Email: **info@hynethydrogenpipeline.co.uk**



Phone: **0800 860 6261**

Contact us

To submit feedback, ask questions and find out more, get in touch with the project team via the contact details below:



Email: info@hynethydrogenpipeline.co.uk



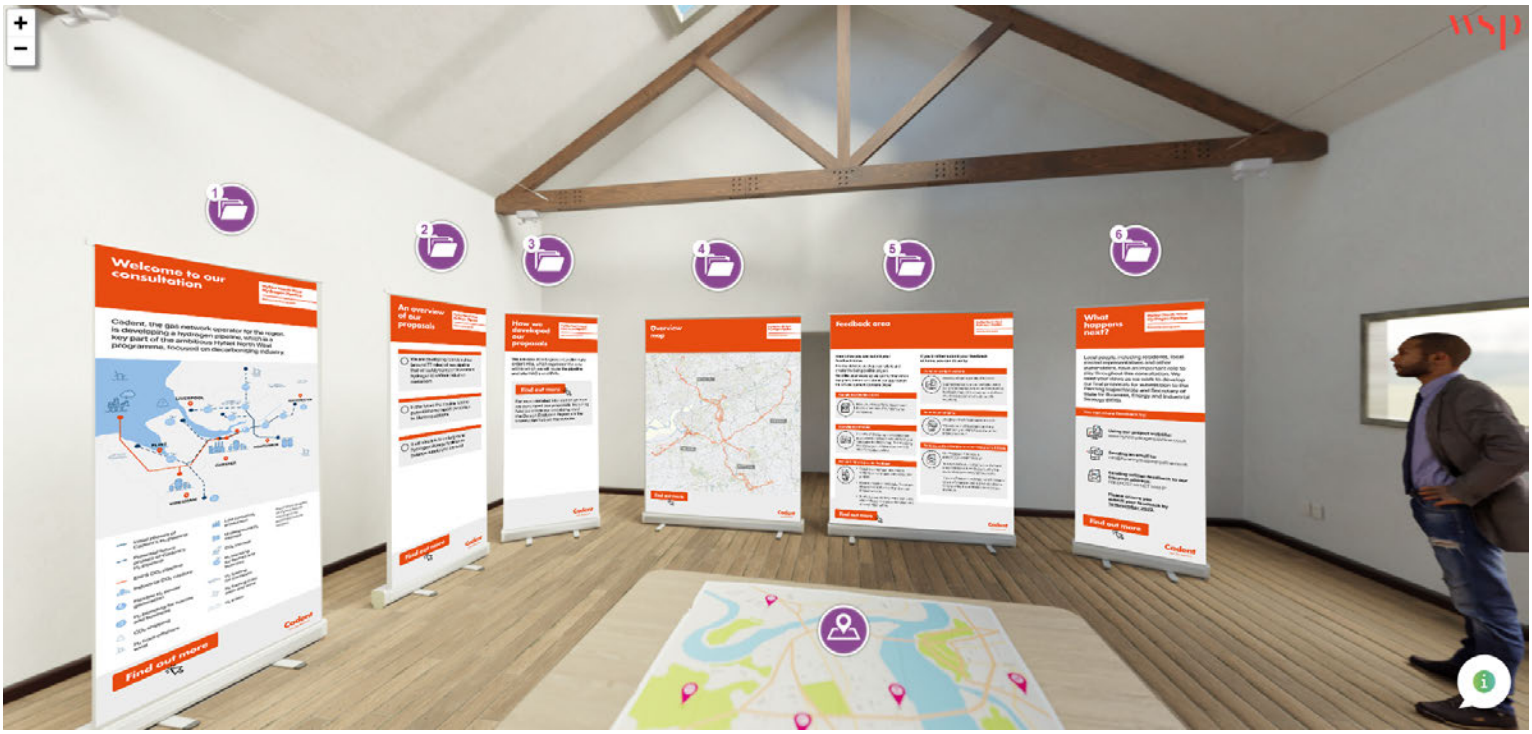
Register to stay informed: www.hynethydrogenpipeline.co.uk/keep-in-touch

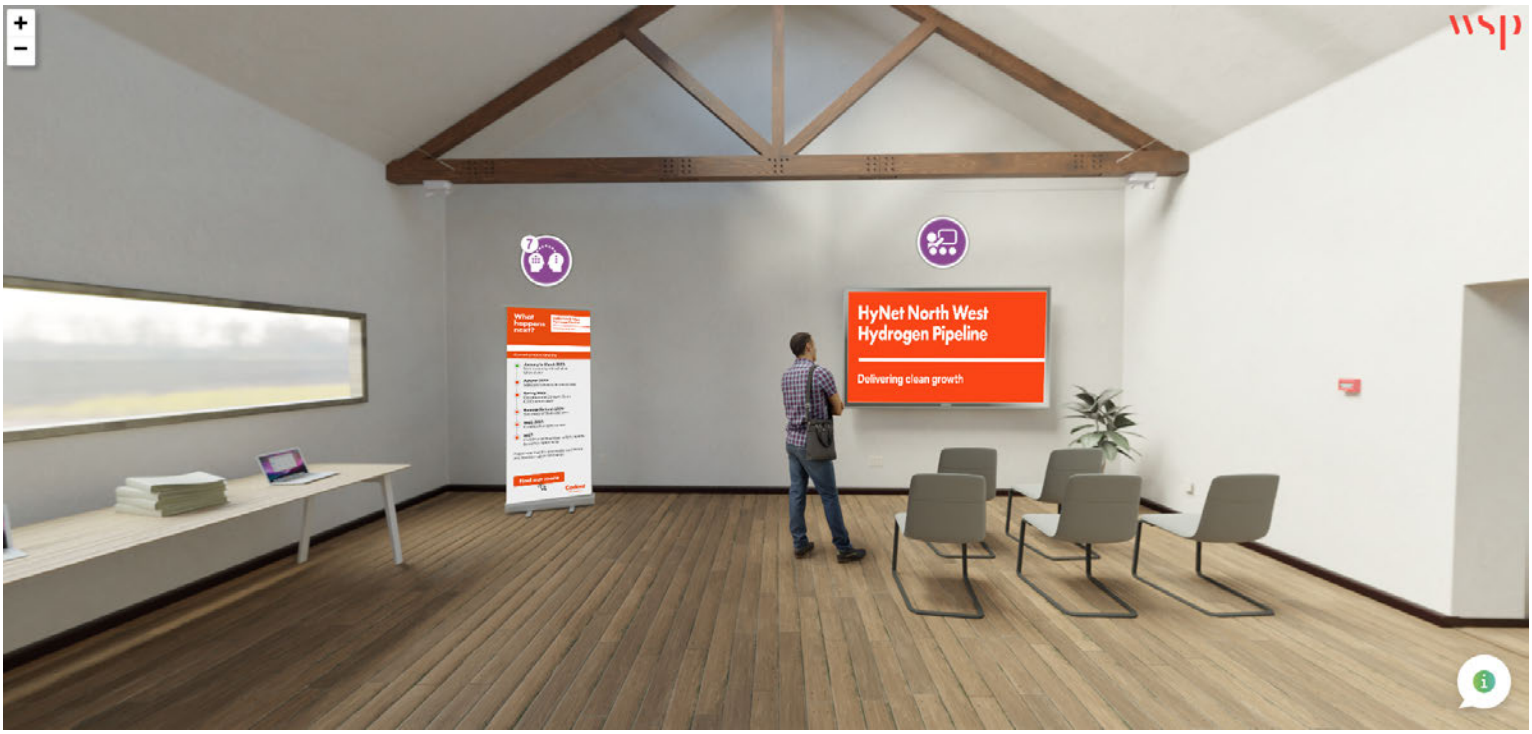


Write to us: FREEPOST HYNET NWHP



Call: 0800 8606 261


Welcome to our consultation
Find out more
An overview of our proposals
Find out more
How we developed our proposals
Find out more
Overview map
Find out more
Feedback area
Find out more
What happens next?
Find out more


HyNet North West
Hydrogen Pipeline
Delivering clean growth

Our consultation is now open. In light of the sad passing of Her Majesty Queen Elizabeth II, all consultation events that were scheduled for September have been rescheduled for October. Click here for more information. As a result, our consultation period has been extended to 10 November 2022.



Update – 26 January 2022

Consultation launched on HyNet North West Hydrogen Pipeline

People across the North West are being encouraged to have their say on Cadent's plans to design, construct and operate a new underground hydrogen pipeline.

Cadent's HyNet North West Hydrogen Pipeline will take hydrogen produced at the Stanlow Manufacturing Complex to industrial users and power generators across the North West, supporting the switch away from natural gas to a low carbon economy in the region.

This project has the potential to prevent 10 million tonnes of carbon dioxide per year being emitted into the atmosphere by 2030. The project will also secure existing high skilled employment in the region and introduce new green jobs for future generations.

Local people are now being asked to help Cadent develop the route of the pipeline and sites for other related infrastructure. The consultation will run until 23:59 on 11 March 2022. Cadent has launched an online consultation hub (www.hynethydrogenpipeline.co.uk) where people can find out more about the project and provide feedback. The project will also be holding eight in-person events across the project area and two webinars.

Rob Donovan, Cadent Head of Project Delivery for HyNet said: *"We are interested to hear any information that might help us identify the best route for the pipeline. Although the pipeline will largely be underground and will not be routed underneath any homes, there will be some above ground installations. Therefore, we want to understand areas that are important to local people so we can continue to develop the project including our future construction plans in the most appropriate way.*

"As the region's gas distribution network, we're committed to supporting a Net Zero Carbon future. This project will help achieve that and we're excited to be sharing our early plans with people".

The pipeline will be part of the HyNet North West low carbon cluster, an innovative low carbon and hydrogen energy project that will unlock a low carbon economy for the North West and North Wales. HyNet will support some of the North West's biggest businesses and employers by delivering and maintaining thousands of jobs for local people and helping the region lead the way in the UK's transition to Net Zero Carbon by 2050.

Back to news

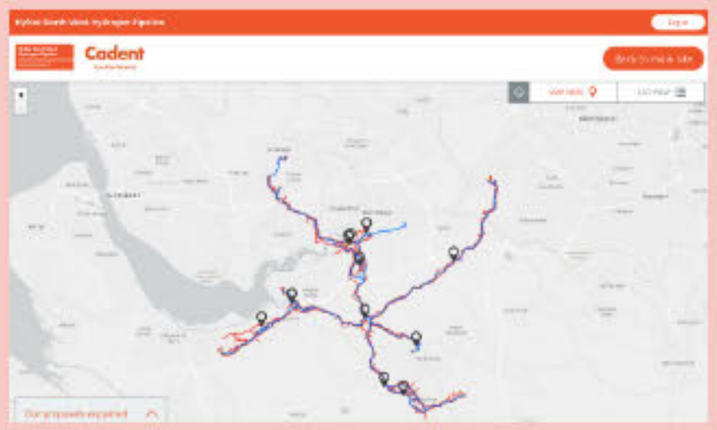
Our current proposals

Since the first consultation earlier in 2022, we've looked closely at people's feedback and carried out more technical, engineering and environmental work.

We're now able to present the preliminary order limits and indicative pipeline centre line, route options, and potential Hydrogen Above Ground Installation (HAGI) and Block Valve Installation (BVI) locations.

View our current proposals

Interactive feedback map



This map shows an overview of our proposals, and the preliminary order limits - the area where our pipeline will be routed and temporary construction areas located, as well as potential Hydrogen Above Ground Installation (HAGI) and Block Valve Installation (BVI) locations.

See map

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Deny

No, adjust

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Update – 11 March 2022

People across the region consulted on the proposed HyNet North West Hydrogen Pipeline

Local communities across the North West have provided their views on the first round of consultation for Cadent's plans for a new underground hydrogen pipeline.

Over 150 people attended the consultation programme of eight in-person events across the region and two webinars. This was the first stage of consultation on the project that took place from 26th January to 11th March 2022.

The consultation offered local people an opportunity to learn more about how the project is being developed and proposals for pipeline route corridors.

Cadent's proposed HyNet North West Hydrogen Pipeline would take hydrogen produced at the Stanlow Manufacturing Complex to industrial users and power generators across the North West. This supports the switch from natural gas to a low carbon economy in the region. HyNet North West Pipeline will help to support the reduction in the amount of carbon dioxide per year being emitted into the atmosphere and will also secure existing high skilled employment in the region, introducing new green jobs for future generations.

Many attendees were keen to understand more about the technology and the benefits it will bring to the North West. People were also interested to know about the proximity of the pipeline to their homes. Cadent has confirmed that the pipeline would not be routed underneath homes.

There will be a further opportunity for local communities to have their say on the detailed proposed route for the pipeline through a second consultation planned for the Autumn.

Rob Donovan, Cadent Head of Project Delivery for HyNet said: *"We are very grateful to speak with local people and get their views to help shape the future plans I want to say a huge thank you to everyone who was able to get involved at this stage.*

"All feedback received will be used along with the technical and environmental work undertaken. This will help with the development of a more detailed design proposal for our future pipeline network. We are committed to plans that will minimise disruption to communities, wildlife, and the local environment.

"We'll present our more detailed proposed plans to local people in the second round of consultation later this year. This is just the start of a conversation and we look forward to continuing to hear more from local communities."

Back to news

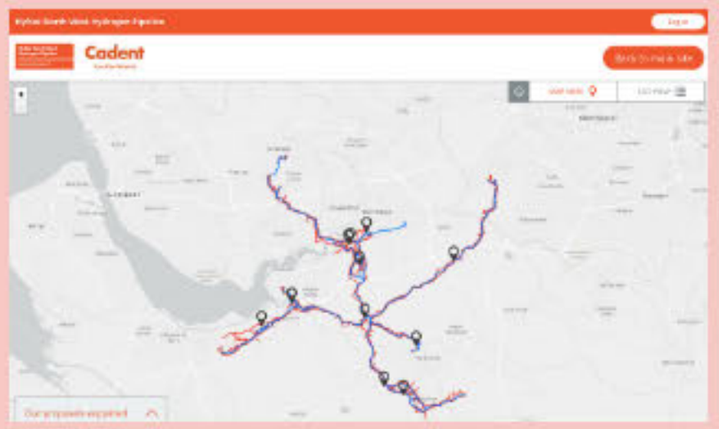
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See map

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What are HAGIs?

Hydrogen Above Ground Installations: what they are, why we need them and what they'll look like

The majority of Cadent's HyNet North West Hydrogen Pipeline will be underground. In some places, however, we will need some Hydrogen Above Ground Installations (or HAGIs).

Why we need HAGIs

HAGIs are important. They will allow us to control the flow and pressure of hydrogen at key points along the pipeline and act as the connection points for industrial customers, the Hydrogen Production Plant, Storage Facility and blending points into the existing natural gas network. They will also allow us access to the pipeline network to carry out our routine maintenance programme.

What HAGIs typically look like

Cadent manages over 600 Above Ground Installations across England on the existing natural gas network. There is a good chance you may have driven or walked past one and not noticed it. They do not look anything like the historical large gas holders (which we have removed from the natural gas network over the last decade)



HAGIs are made up of a range of structures and pieces of equipment which are designed to be kept at a low level – usually around two metres tall. Much of the equipment is located below ground which is why a lot of the space used looks empty. This equipment includes things like:

- Pressure Reduction Units that control the flow or pressure of hydrogen into the network
- Instrument and control kiosks that house the equipment that monitors things like flow, pressure and temperature of the hydrogen
- Inspection facilities that allow us to monitor and clean the pipeline
- Equipment to allow hydrogen to be blended with natural gas and supplied into the pipeline network.



Our HAGI sites will be protected by safety fencing that's typically between two and three metres high, with a gate allowing access. Sites also usually require an access road linking the site to the local road network and places for workers to park their vehicles.

Sites can vary in size depending on their specific use, but they typically range between one and a half and two hectares (one hectare is around the size of a football pitch). At our second consultation this autumn, we will be able to provide more detail on what our HAGIs could look like and where they will be located. This will include images, similar to a photograph, of what the constructed HAGI could look like from different viewpoints. The project will continue to look at opportunities to optimise the amount of HAGIs, their locations and size to reduce the impact of these facilities.



Minimising any potential visual and environmental impact

Like the underground pipeline, HAGIs will be designed and constructed to minimise any potential visual impact, as well as any effect on natural habitats and the environment.

Some of the ways we could look to manage potential impacts include:

- Screening HAGIs from view with hedges, trees and/or fencing to reduce their visibility and decrease any noise.
- HAGIs typically don't need to be lit at night but sites may have lights installed for use in certain situations
- There may be some noise during construction but overall we don't anticipate much noise disturbance once the HAGIs are built (like our existing natural gas facilities)
- There will be some coming and going of workers carrying out essential checks and routine maintenance, but this will be kept to a minimum and sites will not be manned 24 hours a day.

Where will our HAGIs be?

At our first consultation early in 2022, we presented a number of search areas where we could locate HAGIs for the new pipeline. Since that consultation we've been looking at the feedback people provided as well as carrying out more technical and environmental assessments.

We think we will need around 10 HAGIs in total, including the Central Hub (where the four pipelines meet). At our second consultation we'll provide more detailed locations and designs for these HAGIs, within the original search areas, and people will have another opportunity to provide feedback and help improve the project's design.

If you have any further questions on HAGIs, or any of our work, please contact the project team at info@hynethydrogenpipeline.co.uk or on 0800 860 6261.

Back to news

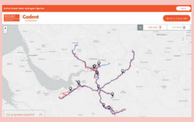
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Interactive feedback map



This map shows an overview of our proposals, and the preliminary order limits - the area where our pipeline will be routed and temporary construction areas located, as well as potential Hydrogen Above Ground Installation (HAGI) and Block Valve Installation (BVI) locations.

See map

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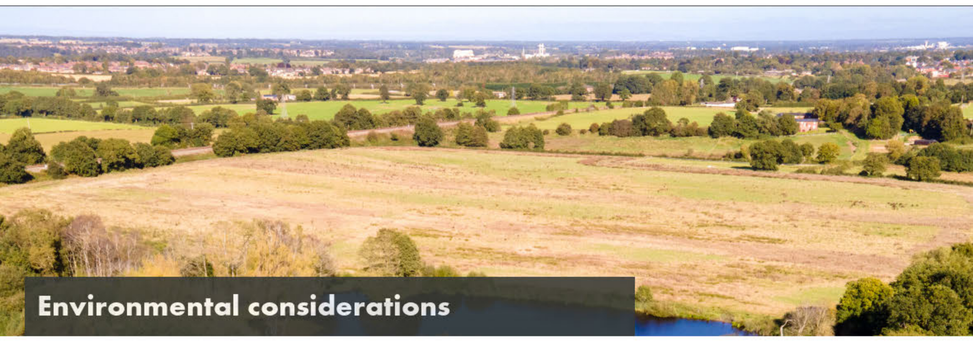
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Ok, continue

Deny

No, adjust

Our consultation is now open. In light of the sad passing of Her Majesty Queen Elizabeth II, all consultation events that were scheduled for September have been rescheduled for October. Click here for more information. As a result, our consultation period has been extended to 10 November 2022.



Environmental considerations

Our pipeline will bring positive long-term environmental benefits by helping industrial customers across the region to decarbonise their activities.

However, any major infrastructure development can create short-term impacts and it's really important these impacts are identified, avoided, managed and minimised.

In early 2022, we published our Scoping Report, which set out what we understood to be the likely effects upon the environment and how we would assess them. Our Scoping Report was followed by the Secretary of State's Scoping Opinion. This is available to view on the Planning Inspectorate's website here.

Since then, we have been carrying out a range of environmental assessments to understand the potential impacts of the project. This included desk-based research, supported by on-site surveys. We have also engaged with statutory bodies like the Environment Agency and Natural England. This has helped us to understand in greater detail the areas that we're working in.

Our Preliminary Environmental Assessment Report

To support this consultation, we've published a Preliminary Environmental Information Report (PEIR). This provides the preliminary findings of our environmental assessments, including the likely environmental effects of the project and how they could be mitigated.

We want you to tell us if there are any potential environmental effects you think we might have missed or anything else we should consider. Feedback at this consultation, and further technical work, will help us refine our plans and develop our Environmental Statement. This will be an important part of our application for development consent.

You can read the PEIR in full, and a non-technical summary (NTS) of the PEIR, via the Knowledge Hub.

Our second, statutory consultation: 12 September 2022 to 10 November 2022

Our second, statutory consultation is now open.

Earlier in 2022, at our first consultation, we presented a broad route corridor within which the pipeline could be routed and search areas within which HAGIs could be located. Since then, we've looked closely at people's feedback and carried out more technical, engineering and environmental work.

This work means we're now able to present *preliminary order limits* (also known and sometimes referred to as a 'red line boundary'), which have been refined from our early route corridors. The preliminary order limits are the area where our pipeline will be routed and temporary construction areas located, as well as potential HAGI and Block Valve Installation (BVI) sites.

We want to hear your views

We would like your feedback on these more detailed proposals, including the preliminary order limits and indicative pipeline centre line, route options, and potential HAGI and BVI locations. We have also published our Preliminary Environmental Information Report (PEIR), including a non-technical summary. We would also like to hear any comments that you have on the PEIR. Visit the Knowledge Hub on our project website to read the PEIR in full.

Our second round of consultation on our more detailed proposals for Cadent's HyNet North West Hydrogen Pipeline will run from **12 September 2022 to 10 November 2022**.

This is likely to be our last route-wide consultation on our proposals, so it's important people take part and have their say.

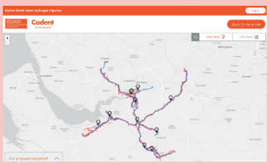
Our current proposals

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Interactive feedback map



This map shows an overview of our proposals, and the preliminary order limits - the area where our pipeline will be routed and temporary construction areas located, as well as potential Hydrogen Above Ground Installation (HAGI) and Block Valve Installation (BVI) locations.

See map

Landowners

If you're a landowner in the area of our proposals and would like to ask any questions or find out more information, please visit our Landowners page.

Find out more

Have your say

We want to hear your views. There are plenty of ways for you to submit your feedback on our proposals for Cadent's HyNet North West Hydrogen Pipeline.

Leave feedback

Please note, the deadline for submitting feedback is at 23:59 on 10 November 2022.

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Deny

No, adjust

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Information points

During our consultation period, hard copies of our PEIR NTS, SoCC, consultation brochure and feedback form are available to view at the local reference locations set out below.

Our Statement of Community Consultation, PEIR NTS, statutory consultation brochure and feedback form are digitally available on our Knowledge Hub.

What is a Statement of Community Consultation (SoCC)?

Our SoCC sets out how we will consult local communities during our statutory consultation. It provides details about how people can take part in the consultation and how feedback from consultees will inform our final design.

Reference location	Opening Times
Barnton Library Townfield Lane, Barnton, Northwich, CW8 4LJ	Mon: 09:30-13:00 and 14:00-19:00, Tues: 09:30-13:00 and 14:00-17:00, Weds: 09:30-13:00 and 14:00-19:00, Thurs: 10:00-13:00 and 14:00-17:00, Fri: 09:30-13:00 and 14:00-17:00, Sat: 10:00-13:00
Chester Lane Library Four Acre Ln, St Helens, Saint Helens WA9 4DE	Mon: 10:00-19:00, Tues: 10:00-17:00, Weds: Closed, Thurs-Fri: 10:00-17:00, Sat: 10:00-13:00, Sun: Closed
Frodsham Library Princeway, Frodsham, WA6 6RX	Mon-Fri: 09:00-18:00, Sat: 09:30-13:00, Sun: Closed
Grappenhall Library Victoria Avenue, Grappenhall, Warrington WA4 2PE	Mon: 14:00-16:00, Tues: Closed, Weds-Thurs: 10:00-12:00, Fri: Closed, Sat: 10:00-12:00, Sun: Closed
Knutsford Library Toft Rd, Knutsford WA16 0PG	Mon: 09:00-17:00, Tues: 09:00-19:00, Weds: 09:00-13:00, Thurs: 09:00-19:00, Fri: 09:00-17:00, Sat: 09:00-13:00, Sun: Closed
Northwich Library Witton Street, Northwich CW9 5DR	Mon-Weds: 09:00-17:00, Thurs-Fri: 09:00-19:00, Sat: 09:00-13:00, Sun: Closed *Northwich Library is closed for building work, expected to re-open 24 September 2022. Documents will be displayed at this location when it re-opens.*
Partington Library Central Road, Partington, Manchester M31 4FY	Mon-Tues: 10:00-17:00, Weds: Closed, Thurs-Fri: 10:00-17:00, Saturday: 10:00-16:00, Sun: Closed
Rainhill Library View Road, Rainhill, Prescott L35 0LE	Mon: 10:00-19:00, Tues: 10:00-17:00, Weds: Closed, Thurs-Fri: 10:00-17:00, Sat: 10:00-13:00, Sun: Closed
Runcorn Old Town Library Granville Street, Runcorn WA7 1NE	Mon: 10:00-17:00, Tues: 10:00-18:00, Weds: Closed, Thurs:09:30-17:00, Fri: 10:00-17:00, Sat: 10:00-14:30, Sun: Closed
Sandiway Library Mere Lane, Cuddington, Northwich, CW8 2NS	Mon: 09:30-13:00 and 14:00-17:00, Tues: 09:30-13:00 and 14:00-19:00, Weds-Thurs: 09:30-13:00 and 14:00-17:00, Fri: 09:30-13:00 and 14:00-19:00, Sat: 09:30-13:00
St Helens Library The World of Glass, Chalon Way East, St Helens WA10 1BX	Mon: 10:00-19:00, Tues: 10:00-17:00, Weds: 10:00-13:00, Thurs-Fri: 10:00-17:00, Sat: 10:00-13:00, Sun: Closed
Thatto Heath Library Thatto Heath Rd, St Helens, Saint Helens WA10 3QX	Mon: 10:00-19:00, Tues: 10:00-13:00, Weds: Closed, Thurs: 13:00-17:00, Fri: 10:00-17:00, Sat: 10:00-13:00, Sun: Closed
Warrington Library Golden Square, Sankey Street, Warrington WA1 1TD	Mon-Tues: Closed, Weds-Fri: 10:00-16:30, Sat: 10:00-16:00, Sun: 11:00-15:00
Weaverham Library Russet Road, Weaverham, CW8 3HY	Mon: 09:30-13:00 and 14:00-19:00, Tues-Weds: 09:30-13:00 and 14:00-17:00, Thurs-Fri: 09:30-13:00 and 14:00-19:00, Sat: 09:30-13:00

* Please confirm opening times with the venue if planning a visit.

If you require any of these materials in an alternate format, such as large-print, please do not hesitate to get in contact with the team.

Email: info@hynethydrogenpipeline.co.uk

Write to us: FREEPOST HYNET NWHP

Call: 0800 860 6261

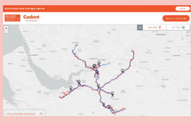
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HAGIs

The majority of our pipeline will be underground. However, we will need around 10 HAGIs at certain points along the pipeline. This includes a Central Hub HAGI, which will act as the central connection point for each of our four pipeline route corridors.

Click here to find out more about HAGIs in our latest blog

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Knowledge Hub

On this page you can view and download a selection of materials that provide more information about the HyNet North West Hydrogen Pipeline.

Should you require any of these materials in a more accessible format, or in a different language, please contact the project team by emailing info@hynethydrogenpipeline.co.uk or calling 0800 8606 261.

Documents relating to our second, statutory consultation

Statement of Community Consultation (SOCC), September 2022

Our SoCC sets out how we will consult local communities during our statutory consultation. It provides details about how people can take part in the consultation and how feedback from consultees will inform our final design.

Consultation Poster, 12 September to 10 November 2022

Please feel free to download, print and share this poster. It explains how you can get involved, attend an event and how to give feedback from 12 September 2022

Consultation Brochure, 12 September to 10 November 2022 (Spreads)

This brochure provides an overview of our updated proposals following the feedback we received during our first round of consultation in early 2022. If you require this brochure in an alternative format, please contact the project team by calling 0800 8606 261 or emailing: info@hynethydrogenpipeline.co.uk.

Consultation Brochure, 12 September to 10 November 2022 (Single pages)

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Consultation Feedback Form, 12 September to 10 November 2022

Your feedback will help us develop final plans before applying to the Planning Inspectorate and Secretary of State for Business, Energy and Industrial Strategy (BEIS) for a Development Consent Order (DCO), in accordance with the Planning Act 2008. You can print this feedback form, complete it and return it to FREEPOST HYNET NWHP. Alternatively, you can use our interactive feedback map or complete this form electronically here.

Preliminary Environmental Information Report (PEIR)

This is a technical document describing the project. It sets out any potential environmental, social and economic effects in detail, and initial measures proposed to mitigate any potential effects, as well as some of the benefits of the project.

Preliminary Environmental Information Report (PEIR) Non-Technical Summary

This is a shorter, plain language summary of the PEIR's key points.

Section 47 and Section 48 notices

This document includes the project's notice of publication of the Statement of Community Consultation (Section 47 notice) and the publicising of the project's proposed application for a Development Consent Order (Section 48 notice).

Consultation Postcard

Design Evolution Report

This report provides background to and summarises the need for the project. It also describes the different options and alternatives we considered before arriving at the proposals outlined in this brochure.

Documents relating to our first, non-statutory consultation

Consultation Brochure, non-statutory consultation, 26 January to 11 March 2022

Scoping Report, January 2022

Scoping Opinion, March 2022

Route Corridor Report, non-statutory consultation, 26 January to 11 March 2022

How we could construct our pipeline, non-statutory consultation, 26 January to 11 March 2022

Non-Statutory Consultation Feedback Report

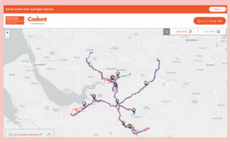
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Next steps

Our second, statutory consultation: 12 September 2022 to 10 November 2022.

Our second, statutory consultation is now open. This follows our first stage of consultation earlier in 2022.

Through this consultation we would like your feedback on our updated proposals, including the preliminary order limits and indicative pipeline centre line, route options, and potential HAGI and BVI locations. We have also published our Preliminary Environmental Information Report (PEIR), including a non-technical summary. We would also like to hear any comments that you have on the PEIR.

Visit the Knowledge Hub on our project website to read the PEIR in full. Please ensure you submit your feedback by 23:59 on 10 November 2022.

Our second round of consultation on our more detailed proposals for Cadent's HyNet North West Hydrogen Pipeline will run from **12 September 2022 to 10 November 2022.**

This is likely to be our last route-wide consultation on our proposals, so it's important people take part and have their say.

Next Steps

Once this consultation closes on 10 November 2022, we will carefully consider all the feedback we have received alongside carrying out further technical, engineering and environmental work – all with the aim of developing our final design for the HyNet North West Hydrogen Pipeline – the basis of our DCO application.

The final design will consist of our order limits, which will continue to include the pipeline centre line, HAGIs, BVIs, and areas to be used for construction and access. The order limits are likely to be narrower than those currently presented and we will have selected final HAGI and BVI locations. We will aim to remove any optionality around the order limits.

This stage of consultation is likely to be the last project-wide consultation on our proposals so it's really important you take this opportunity to have your say.

Once we have developed our final proposals we will submit an application for development consent to the Planning Inspectorate and Secretary of State for BEIS. We expect to submit our application in Spring 2023. Our application will include:

- A consultation report summarising people's responses to this consultation and an explanation of how we have taken people's views into account
- An environmental statement setting out the environmental considerations for the project and how we propose to mitigate them.

The Planning Inspectorate will examine our proposals and prepare a report for the Secretary of State for BEIS. BEIS will then make the final decision on our application, which we expect mid to late 2024.

If our application is successful, we expect to begin construction in 2025 and for construction to take around two years to complete.

There will be further opportunities for people to get involved as part of a process led by the Planning Inspectorate following application submission. You can find out more about this process by visiting: https://infrastructure.planninginspectorate.gov.uk/application-process/.

Current project timeline

January to March 2022:
Non-statutory consultation takes place

Autumn 2022:
Statutory consultation launches

Spring 2023:
Development Consent Order (DCO) submission

Summer / Autumn 2024:
Secretary of State decision

2025 - 2027:
Construction takes place

2027:
Commissioning phase before pipeline becomes operational

Please note that this is an indicative timeline and could be subject to change.

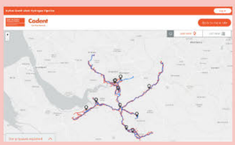
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See map

The project

The HyNet North West Hydrogen Pipeline is essential to unlocking the benefits and ambitions of HyNet North West.

Find out more

Meet the Team

You can find out more about Cadent's HyNet North West Hydrogen Pipeline at one of our nine in-person and two online consultation events.

Find out more

Have your say

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Leave feedback

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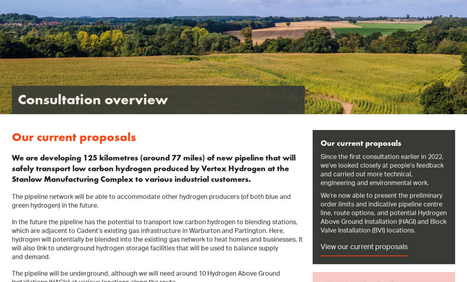
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Consultation overview

Our current proposals

We are developing 125 kilometres (around 77 miles) of new pipeline that will *safely transport low carbon hydrogen produced by Vertex Hydrogen at the Stanlow Manufacturing Complex to various industrial customers.*

The pipeline network will be able to accommodate other hydrogen producers (of both blue and green hydrogen) in the future.

In the future the pipeline has the potential to transport low carbon hydrogen to blending stations, which are adjacent to Cadent's existing gas infrastructure in Warburton and Partington. Here, hydrogen will potentially be blended into the existing gas network to heat homes and businesses. It will also link to underground hydrogen storage facilities that will be used to balance supply and demand.

The pipeline will be underground, although we will need around 10 Hydrogen Above Ground Installations (HAGIs) at various locations along the route.

In parallel with the construction of Vertex Hydrogen's Hydrogen Production Plant at the Stanlow Manufacturing Complex, we anticipate starting construction on the first section of the hydrogen pipeline from 2025, subject to obtaining a development consent order (DCO).

What is blended hydrogen?

Blended gas is the injection of hydrogen, up to 20mol%*, into the existing gas infrastructure, safely and efficiently. Allowing hydrogen to deliver cost effective and non-disruptive carbon savings to consumers. This blended hydrogen is then transported to the wider gas network, mainly supplying general domestic and industrial customers. This hydrogen and natural gas mix is less carbon intensive than 100 per cent natural gas, reducing the environmental impact of the energy we use in our homes and businesses while allowing existing domestic appliances, such as our hobs and boilers, to keep working without any changes.

Background

Earlier in 2022, at our first consultation, we presented a broad route corridor within which the pipeline could be routed and search areas within which HAGIs could be located. Since then, we've looked closely at people's feedback and carried out more technical, engineering and environmental work.

This work means we're now able to present ***preliminary order limits*** (also known and sometimes referred to as a 'red line boundary'), which have been refined from our early route corridors. The preliminary order limits represent the boundary of the maximum development area we think we'll need for the project.

Within our preliminary order limits, we've identified a preferred route for the pipeline.

We want to hear your views

Our second, *statutory* consultation is now open.

We would like your feedback on the work we have done to identify the preliminary order limits, within which our pipeline will be routed. HAGIs sited and temporary construction areas located, as well as the decisions we've made.

We have also published our Preliminary Environmental Information Report (PEIR), including a non-technical summary. We would also like to hear any comments that you have on the PEIR. Visit the knowledge hub on our project website to read the PEIR in full.

Our second round of consultation on our more detailed proposals for Cadent's HyNet North West Hydrogen Pipeline will run from **12 September 2022 to 10 November 2022.**

This is likely to be our last route-wide consultation on our proposals, so it's important people take part and have their say.

All the feedback we receive will be recorded and carefully considered ahead of submitting the DCO application to the Planning Inspectorate and Secretary of State for BEIS.

Have your say

How to submit feedback

There are a number of ways for you to submit your feedback:

- Use the interactive feedback map and online feedback form here
- Send an email to: info@hynethydrogenpipeline.co.uk
- Send written feedback to the freepost address: FREEPOST HYNET NWHP
- Drop into one of our in-person events, discuss the project with us and pick up a hard copy feedback form to fill in. Visit Meet the team for more information

You can also call **0800 860 6261** to ask any questions you might have.

Please ensure you submit your feedback by 10 November 2022.

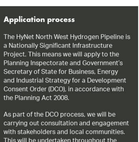
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See map

Landowners

If you're a landowner in the area of our proposals and would like to ask any questions or find out more information, please visit our Landowners page.

Find out more

Application process

The HyNet North West Hydrogen Pipeline is a Nationally Significant Infrastructure Project. This means we will apply to the Planning Inspectorate and Government's Secretary of State for Business, Energy and Industrial Strategy for a Development Consent Order (DCO), in accordance with the Planning Act 2008.

As part of the DCO process, we will be carrying out consultation and engagement with stakeholders and local communities. This will be undertaken throughout the pre-application phase during our two rounds of public consultation.

Find out more about the DCO process.

What are 'preliminary order limits'

Preliminary order limits represent the boundary of the maximum development area we think we'll need for the project.

This includes temporary works, like construction access and storage, and permanent works, such as the pipeline, Hydrogen Above Ground Installations (HAGIs) and Block Valve Installations (BVIs). We will build the pipeline in stages and our construction activities are likely to move around, which means we won't be working across the whole development area for the entire two years we think it will take to build the pipeline.



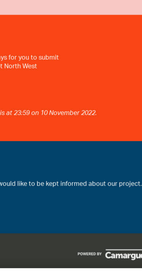
At certain points along the pipeline route we're yet to confirm the exact final location of the pipeline and have presented some options. This is because we're still gathering survey results, undertaking engagement and consultation with stakeholders, and seeking more public feedback through this consultation.

Once the project has been constructed, the pipeline will be buried underground. Only the above ground infrastructure will remain visible.

The pipeline

The new pipeline will safely transport low carbon hydrogen produced by Vertex Hydrogen at the Stanlow Manufacturing Complex to various industrial customers.

For more information about how we could construct our pipeline, see here.



Spurs

In some areas, we have identified spurs off the route corridor. These are needed to take hydrogen from the main pipeline network to specific industrial users in the region. We expect that these spurs will use a smaller type of pipe and will include installations within roads, much like Cadent's existing network.

Hydrogen Above Ground Installations (HAGIs)

The *majority of our pipeline* will be underground. However, we will need *around ten HAGIs at certain points along the pipeline. This includes a Central Hub HAGI, which will act as the central connection point for each of our four* pipeline route corridors.

HAGIs allow us to control the flow and pressure of hydrogen and to facilitate inspection and routine maintenance of the pipeline. They will also act as the connection points to the hydrogen production plant, storage facility, blending points and industrial customers.

Your feedback and our work since the first consultation earlier in 2022 informed the decision to ***reduce*** the number of HAGIs from 12 to around 10.

What do HAGIs look like?

HAGIs usually include a range of above ground equipment and structures. These structures are designed to be kept at a low level and are usually around 1.5 to 2 metres tall.

Our HAGI sites will be protected by security fencing between 2.4 and 3.6 metres high with a gate allowing access.

They also usually require an access road linking the site to the local road network and places for workers to park their vehicles within the HAGI. In some cases, fences may need to be higher and additional security measures added.

HAGIs will also need to connect into the local electrical distribution and telecommunications networks. Sites can vary in size depending on their specific use, but they typically range between 0.5 and 1.5 hectares (1 hectare is around the size of a football pitch).

Some of the ways we will minimise any potential impacts of the HAGIs include:

- HAGIs will generally be largely screened from view with hedges, trees and/or fencing. While we may need to turn on some lights during routine maintenance work, or in case of emergency, HAGI sites will generally be unlit. Any permanent lights we do install are likely to be around 2 to 3 metres high
- There may be some noise during construction, but overall we don't anticipate much noise disturbance once the HAGIs are built. Nor will there be any audible alarms
- There will be some coming and going of workers carrying out essential checks and routine maintenance but this will be fairly minimal and sites will not be manned 24 hours a day.

Block Valve Installations (BVIs)

We currently think we'll need two BVIs along the pipeline. BVIs act as a cut-off point to isolate a section of pipeline for maintenance, repair or safety reasons. These are smaller than HAGI sites, typically measuring around half a hectare (half a football pitch).

Security fencing, like HAGI fencing, will be between 2.4 and 3.6 metres high. We'll need a gate for entrance and exit, and access for service vehicles (typically light goods vehicles). This is likely to include an access track (or similar) and space for vehicles to turn.

For more information about BVIs and where we're we'll need them, read the Design Evolution Report via the Knowledge Hub.

We would like your feedback on the potential HAGI sites we've identified along the pipeline route.

The majority of our pipeline will be underground. However, we will need around 10 HAGIs at certain points along the pipeline. This includes a Central Hub HAGI, which will act as the central connection point for each of our four pipeline route corridors.

Click here to find out more about HAGIs in our latest blog.

Next steps

Once this consultation closes on 10 November 2022 we will carefully consider all the feedback we have received alongside carrying out further technical, engineering and environmental work. This is all with the aim of developing detailed proposals for the HyNet North West Hydrogen Pipeline- the basis of our DCO application.

Once we have developed our final proposals we will submit an application for development consent to the Planning Inspectorate and Secretary of State for BEIS. We expect to submit our application in Spring 2023.

For more information about our next steps, see here.

Have your say

We want to *hear* your views. There are plenty of ways for you to submit your feedback on our proposals for Cadent's HyNet North West Hydrogen Pipeline.

Leave feedback

Please note, the deadline for submitting feedback is at 23:59 on 10 November 2022.

Register for updates

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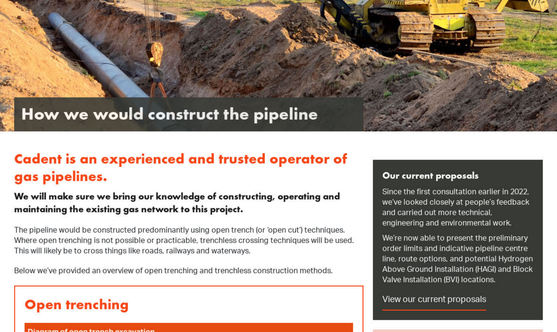
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How we would construct the pipeline

Cadent is an experienced and trusted operator of gas pipelines.

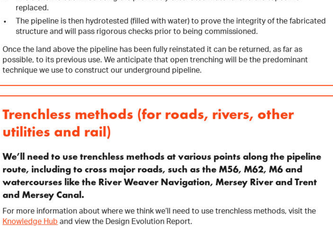
We will make sure we bring our knowledge of constructing, operating and maintaining the existing gas network to this project.

The pipeline would be constructed predominantly using open trench (or 'open cut') techniques. Where open trenching is not possible or practicable, trenchless crossing techniques will be used. This will likely be to cross things like roads, railways and waterways.

Below we've provided an overview of open trenching and trenchless construction methods.

Open trenching

Diagram of open trench excavation



Typical working width - may vary depending on size of pipe or ground conditions. Click image to enlarge

Open trench (or 'open cut') excavation is the most common method for installing underground pipelines.

- Open trenching begins by marking out the total area within which construction work will take place.
- Topsoil is then carefully stripped and stored next to the pipeline route. Meanwhile, the pipeline is delivered in short lengths and placed on supports. These short lengths of pipeline are welded together into longer sections called 'strings'.
- Testing is completed on each weld and a full inspection report produced before the welds are coated.
- The pipeline trench is then dug, with excavated material stored separately from the already stripped topsoil.
- The pipeline 'strings' are then lowered into the trench using special vehicles called 'side booms' (pictured) or excavators and welded to the pipeline that's already been laid.
- The trench is backfilled using the previously excavated material and the topsoil is replaced.
- The pipeline is then hydrotested (filled with water) to prove the integrity of the fabricated structure and will pass rigorous checks prior to being commissioned.

Once the land above the pipeline has been fully reinstated it can be returned, as far as possible, to its previous use. We anticipate that open trenching will be the predominant technique we use to construct our underground pipeline.

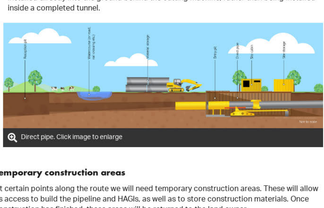
Trenchless methods (for roads, rivers, other utilities and rail)

We'll need to use trenchless methods at various points along the pipeline route, including to cross major roads, such as the M56, M62, M6 and watercourses like the River Weaver Navigation, Mersey River and Trent and Mersey Canal.

For more information about where we think we'll need to use trenchless methods, visit the Knowledge Hub and view the Design Evolution Report.

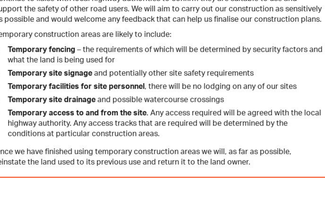
In some cases, for engineering and environmental reasons, open trench methods are not viable so trenchless methods will be considered. Possible trenchless techniques that will be assessed as part of the design could include:

- **Auger boring** - Auger boring can either be 'cased' or 'uncased'. For cased auger boring, steel or concrete pipe sections are pushed along the crossing section and material is removed by the auger drill inserted into the pipe. Following installation of the casing pipe, the hydrogen pipe is inserted with insulators to insulate and centralise the pipe in the casing. For uncased auger boring the hydrogen pipe is inserted directly into the ground with no casing.



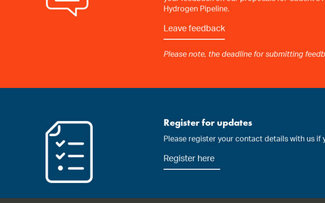
Auger boring. Click image to enlarge

- **Horizontal Directional Drilling (HDD)** - HDD is typically used on longer trenchless crossings. It requires an entry and exit pit on either side of the crossing. A hole is then drilled beneath the crossing and the hydrogen pipe pulled back through the drilled tunnel.



Horizontal Directional Drilling (HDD). Click image to enlarge

- **Micro-tunnelling** - Micro-tunnelling is especially useful for laying pipelines beneath large roads, railway lines, and other sensitive areas. A cutting tool / machine provides the mechanical excavation, which is generally controlled remotely above ground. Individual line pipes are then welded into a string pipe (a longer section of pipeline) and gradually pulled into the casing. Where space is limited, the pipe may be welded at the base of a shaft.



Micro-tunnelling. Click image to enlarge

- **Direct pipe** - Direct pipe can be applied to short and longer trenchless crossings. This technique is similar in its method and set up as micro-tunnelling. However, the pipeline is installed directly into the ground behind the cutting machine, rather than being installed inside a completed tunnel.



Direct pipe. Click image to enlarge

Temporary construction areas

At certain points along the route we will need temporary construction areas. These will allow us access to build the pipeline and HAGIs, as well as to store construction materials. Once construction has finished, these areas will be returned to the land owner.

You can view the temporary construction areas in more detail via the interactive map or by contacting our project team for more information.

As part of our ongoing work, we'll carry out further surveys of our construction areas and continue to liaise with local highway authorities to confirm they are suitable to use and support the safety of other road users. We will aim to carry out our construction as sensitively as possible and would welcome any feedback that can help us finalise our construction plans.

Temporary construction areas are likely to include:

- **Temporary fencing** – the requirements of which will be determined by security factors and what the land is being used for
- **Temporary site signage** and potentially other site safety requirements
- **Temporary facilities for site personnel**, there will be no lodging on any of our sites
- **Temporary site drainage** and possible watercourse crossings
- **Temporary access to and from the site**. Any access required will be agreed with the local highway authority. Any access tracks that are required will be determined by the conditions at particular construction areas.

Once we have finished using temporary construction areas we will, as far as possible, reinstate the land used to its previous use and return it to the land owner.

Our current proposals

Since the first consultation earlier in 2022, we've looked closely at people's feedback and carried out more technical, engineering and environmental work.

We're now able to present the preliminary order limits and indicative pipeline centre line, route options, and potential Hydrogen Above Ground Installation (HAGI) and Block Valve Installation (BVI) locations.

View our current proposals

Interactive feedback map

This map shows an overview of our proposals, and the preliminary order limits - the area where our pipeline will be routed and temporary construction areas located, as well as potential Hydrogen Above Ground Installation (HAGI) and Block Valve Installation (BVI) locations.

See map

Have your say

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How our proposals have developed

Earlier in 2022, at our first consultation, we identified a broad route corridor within which the pipeline could be routed and search areas within which our Hydrogen Above Ground Installations (HAGIs) could be located.

Since then we have:

- Analysed people's feedback.
- Carried out more technical engineering and environmental work, including site surveys.
- Engaged further with a range of stakeholders, including key environmental bodies and utility providers.
- Updated our proposals, presenting refined preliminary order limits, within which we've identified preferred route for the pipeline, potential HAGI and Block Valve Installation (BVI) sites, and areas we'll temporarily need for access and construction.

HAGIs

The majority of our pipeline will be underground. However, we will need around 10 HAGIs at certain points along the pipeline. This includes a Central Hub HAGI, which will act as the central connection point for each of our four proposed pipeline clusters.

Your feedback and our work since the first consultation earlier in 2022 informed the decision to reduce the number of HAGIs from 12 to around 10. Click here to find out more about HAGIs by reading our latest blog. Alternatively, you can read more about HAGIs and see what they are likely to look like via our current proposals.

Find out more

Read our Non-Statutory Consultation Feedback Report via the Knowledge Hub . This sets out in detail how we analysed and responded to feedback received during our first consultation earlier in 2022.

Below, we've included a snapshot of people's feedback from our first consultation and how it has influenced our proposals. Where relevant, we've also explained why we decided not to move forward with certain recommendations.

You raised	Our response
West corridor – In the west corridor, people identified areas of potential constraints to routeing the pipeline and locating other infrastructure, including:	
Areas of flooding and flood plain	The preliminary order limits have been developed to avoid the flood plain as far as possible. Where that hasn't been possible (for example, between Stanlow and Rockwavega), we will look carefully at how we construct the pipeline to ensure any potential effects are appropriately mitigated. Detailed flood risk assessments are also being completed.
The landscape south of the A553	This information has helped us to identify potential locations for the Central Hub HAGI, which will not be sited south of the A553. Land south of the A553 will only be used as an access route for the pipeline and related construction activities. Here, the landscape is not considered a major constraint and land used will be reinstated once work has been completed.
Impacts on Runcorn golf course as a result of the Runcorn Spur	Because of challenges caused by other land uses in the area, we are proposing new infrastructure that may impact Runcorn Golf Club.
Environmental designations that could be impacted by the Rocksavage and Runcorn HAGI sites	HAGI sites have been selected to avoid, as far as possible, any impacts on certain environmental designations. We have provided a number of options for the Rocksavage HAGI location. These provide different ways of mitigating potential environmental impacts. We would welcome your views on the options provided.
North corridor – In the north corridor, people identified areas of potential constraints to routeing the pipeline and locating other infrastructure, including:	
The proximity of the corridor to Daresbury and its residential properties	We acknowledged people's concerns about the proximity of the corridor to residential properties at Daresbury. This route has now been discounted.
The Creamfields music festival site	We've looked carefully at how to route the pipeline to avoid much of the Creamfields festival site. We are currently speaking with the landowner about various routes across the area.
East corridor – In the east corridor, people identified areas of potential constraints to routeing the pipeline and locating other infrastructure, including:	
National Trust land at Dunham Massey	We've developed the preliminary order limits to be further away from the Dunham Massey estate.
Proximity of the corridor to Lower Whitley and its residential properties	We've looked carefully at the proximity of residential properties and considered mineral protection constraints in the area. The preliminary order limits have therefore been developed further away from Lower Whitley.
Planned new developments at Partington	We've considered the location of planned / allocated developments as part of the preliminary order limits and the pipeline has been routed to avoid these.
The importance of Carrington mosses	We've developed the preliminary order limits to minimise any impacts to sensitive habitats, such as Carrington mosses, as far as possible. We'll also endeavour to further mitigate effects through construction.
A request to use the HS2 route corridor to avoid Broomedge	The HS2 route corridor does not move in the direction we require to enable access to potential blending sites at Warburton and Partington. Construction integration risks may have also arisen.
South corridor – In the south corridor, people identified areas of potential constraints to routeing the pipeline and locating other infrastructure, including:	
The existence of salt and brine mines and associated infrastructure	We've looked carefully at how the pipeline route would interact with existing and historic salt and brine mines and are completing related engineering assessments. Option B, east of Northwich, included a greater length of the route above these mines. This is one of the reasons why we're progressing with Option A, west of Northwich.
The HS2 Phase 2b route	We have considered the Phase 2b route as part of our development work for the preliminary order limits and will work with HS2 to explore opportunities to reduce any potential impact in the region.
Wildlife designations on Option B, east of Northwich	Alongside other factors, the proximity of wildlife designations to the Option B corridor helped us to select Option A, east of Northwich.
Other comments	
Some people asked why we couldn't route the pipeline along existing infrastructure corridors, for example the Manchester Ship Canal or the M56.	When we are routeing near existing infrastructure or utilities, we look very carefully at the safety and viability of constructing and operating that route. Working in or adjacent to motorways, canals or existing pipelines for long distances raises safety concerns over the structural integrity of existing infrastructure, traffic collision risks or working in and around water. Where our pipeline does need to cross, or comes close to, other utility lines or transport infrastructure, we will endeavour to do so using the shortest route possible and in a way that accommodates all relevant safety measures identified in UK legislation and guidance. To help ensure safety and to reach the best possible outcome, we will consult with all utilities and statutory undertakers.
People asked whether hydrogen is safe to use in pipelines	Please be assured that people's safety is our first priority. We will consider all potential risks during the design, construction and operation of the the new pipeline. There is more information about safety below, under Managing a hydrogen network.

Managing a hydrogen network

At our first consultation earlier in 2022 you told us you would like more information on how Cadent will ensure the safety of the HyNet North West Hydrogen Pipeline – both during construction and while in use.

Please be assured that people's safety is our first priority. We will consider all potential risks during the design, construction and operation of the new pipeline.

Cadent has a long history of safely managing the UK's existing natural gas network. Hydrogen will be used in a similar way to natural gas, which the wider gas sector has managed the safe delivery of for around 200 years.

Here are some of the ways safety of the pipeline will be ensured:

- The hydrogen pipeline will be designed, constructed and managed in line with the Pipeline Safety Regulations 1996 – the same regulation that governs natural gas. It will also be designed to the Institution of Gas Engineers and Managers (IGEM) design standard, specifically developed for hydrogen.
- As with existing gas networks, we're carrying out thorough safety assessments as part of the design process for the pipeline.
- The pipeline will be constructed by competent constructors and to a stringent quality management and control system
- The pipeline will be maintained through an effective Pipeline Integrity Management System.

In the table below we've provided our answers to a selection of the most common questions relating to safety we received during our first consultation earlier in 2022.

Your question	Our answer
A member of the public said they were concerned about the potential for increased fire risk and safety impacts of hydrogen. They were particularly concerned by the flammability of hydrogen. Another considered the fire risk of the project to be particularly high as hydrogen burns with an invisible flame. Members of the public were concerned by the effects on local area due to a potential hydrogen leak.	The safety of the hydrogen pipeline is of the utmost importance to Cadent. The pipeline will be designed and built to standards specifically developed for hydrogen, which will help minimise any potential safety risks. The pipeline will be maintained through an effective Pipeline Integrity Management System. Where possible, the pipeline has been routed away from populated areas. It will be designed using heavier pipe to minimise any potential risk of leaks. Controls and instrumentation will be put in place to quickly alert us in case of an issue. There will also be remote controls to help manage any potential emergency procedures and a strict testing regime carried out before any hydrogen is introduced into the pipeline.
Members of the public raised concerns about the effects of hydrogen on steel causing a risk of leaks from pipes or seals. Another respondent was concerned that the safety risk of hydrogen leakage might be higher as it is difficult to odourise. They considered the safety risk to be higher than that of methane.	The pipeline materials and components will be tested and qualified for hydrogen service. The hydrogen gas will also be odorised in the same way as natural gas so that it can be recognised.
Members of the public raised concerns about the effects of hydrogen on steel causing a risk of leaks from pipes or seals. Another respondent was concerned that the safety risk of hydrogen leakage might be higher as it is difficult to odourise. They considered the safety risk to be higher than that of methane.	The pipeline materials and components will be tested and qualified for hydrogen service. The hydrogen gas will also be odourised in the same way as natural gas so that it can be recognised.

Environmental considerations

Our pipeline will bring positive long-term environmental benefits by helping industrial customers across the region to decarbonise their activities. However, any major infrastructure development can create short-term impacts and it's really important these impacts are identified, avoided, managed and minimised.



To support this consultation, we've published a Preliminary Environmental Information Report (PEIR). This provides the preliminary findings of our environmental assessments, including the likely environmental effects of the project and how they could be mitigated.

You can read our PEIR in full, or access the Non-Technical Summary (NTS), via the Knowledge Hub .

Alternatively, please visit Environmental considerations to find out more.

We want your feedback

You can still have your say and influence our proposals by responding to this, our second, consultation. This is likely to be our last project-wide consultation on these proposals, so it's really important you take the opportunity to provide feedback

Leave feedback

Please note, the deadline for submitting feedback is on 10 November 2022

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Our current proposals

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View our current proposals

* Our consultation period will be extended. We will update this website with new information in the coming days.

Interactive feedback map

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See map

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Initial proposals

For more information about how we developed our initial proposals, including assessment of alternative route corridors, read our Design Evolution Report via the Knowledge Hub.

Find out more

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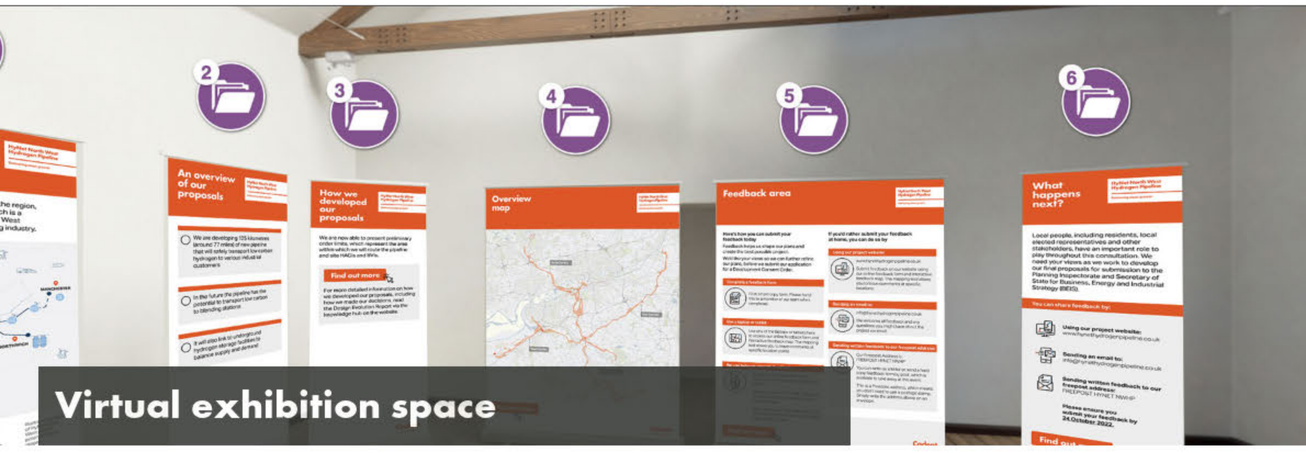
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HyNet North West Hydrogen Pipeline
Delivering clean growth



You can find out more about Cadent's HyNet North West Hydrogen Pipeline by using our virtual exhibition space.

Virtual Consultation Exhibition



Take a virtual tour of our consultation exhibition to learn more about the HyNet North West Hydrogen Pipeline project.

Take the tour

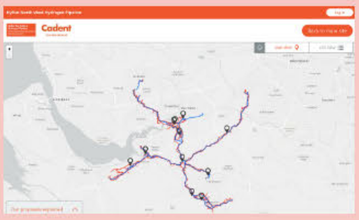
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Consultation

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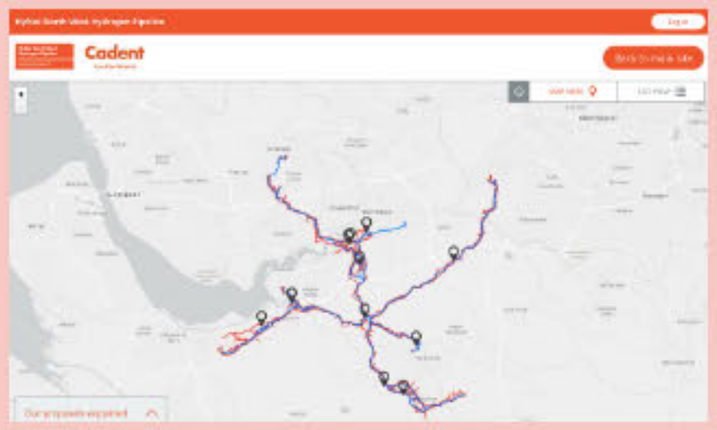
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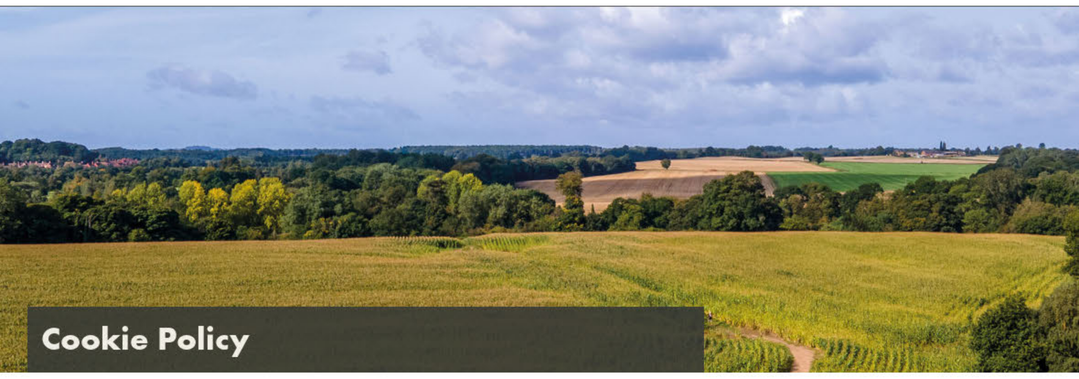
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__cf_bm	The __cf_bm cookie is a cookie necessary to support Cloudflare Bot Management, currently in private beta. As part of our bot management service, this cookie helps manage incoming traffic that matches criteria associated with bots.	.placeholder.com	30 minutes	
cookiefirst-consent	This cookie saves your cookie preferences for this website. You can change these or withdraw your consent easily.	https://www.hynethydrogenpipeline.co.uk	a year	Cookie First
cookiefirst-id	This cookie contains your unique ID so CookieFirst can identify unique visitors to this website.	api.cookiefirst.com	a year	Cookie First

Performance

Name	Purpose	Domain name	Expiration time	Provider
_ga	Registers a unique ID for a website visitor it tracks how the visitor uses the website. The data is used for statistics.	.hynethydrogenpipeline.co.uk	2 years	Google, Inc
_ga_********	This cookie stores a unique ID for a website visitor it tracks how the visitor uses the website. The data is used for statistics.	.hynethydrogenpipeline.co.uk	2 years	Google LLC

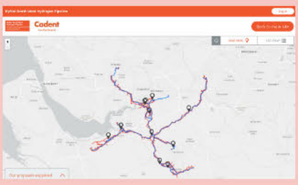
Our current proposals

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View our current proposals

Interactive feedback map



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See map

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Ok, continue

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FAQs

Our Proposals

[ENTER FAQ QUESTION]

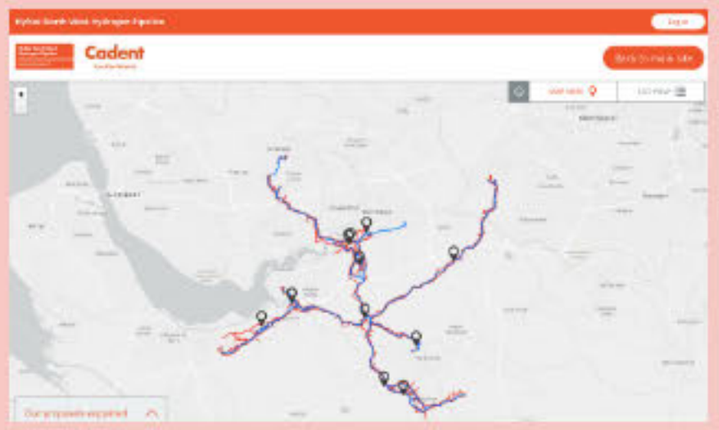
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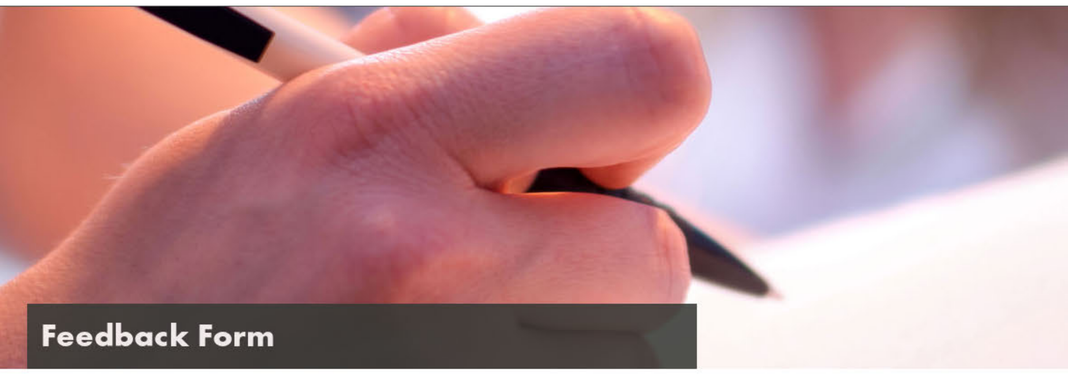
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West corridor: Stanlow to the Central Hub, and the Runcorn spur

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1. Please share your views on the preliminary order limits (sometimes referred to as a 'red line boundary'), the indicative pipeline centre line, and alternative route options we've identified along the west corridor.

Character Count: **7000**

Enter your views

2. Please share your views on the potential HAGI locations we've identified along the west corridor, including any additional information that could help us identify a preferred site for the Rocksavage HAGI.

Character Count: **7000**

Enter your views

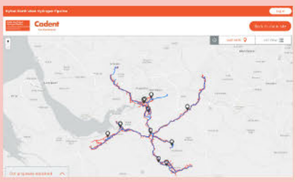
3. Please share your views on the areas we've chosen for temporary construction activity along the west corridor (i.e., access to build the pipeline, areas to store materials).

Character Count: **7000**

Enter your views

Continue →

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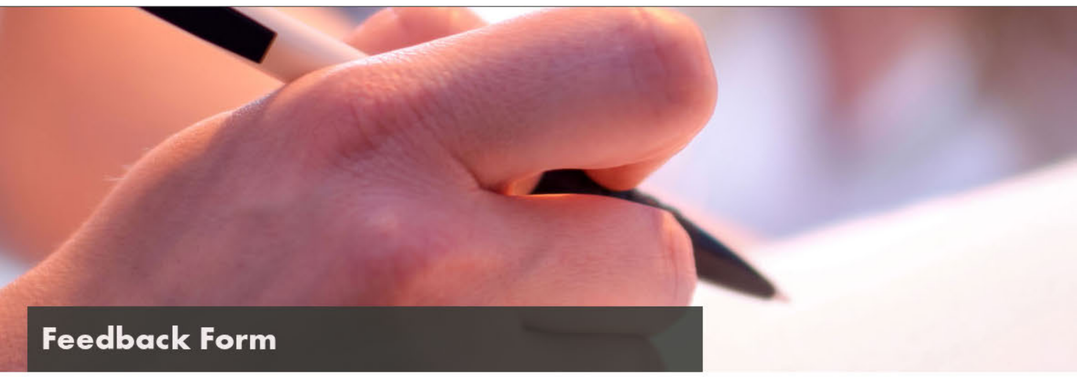
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North corridor: St Helens to the Central Hub, and the St Helens and Warrington spurs Page 2 of 8

4. Please share your views on the preliminary order limits, the indicative pipeline centre line, and alternative route options along the north corridor.

Character Count: **7000**

Enter your views

5. Please share your views on the potential HAGI locations we've identified along the north corridor, including any additional information that could help us identify a preferred site for the Higher Walton HAGI.

Character Count: **7000**

Enter your views

6. Please share your views on the areas we've chosen for temporary construction activity along the north corridor (i.e., access to build the pipeline, areas to store materials).

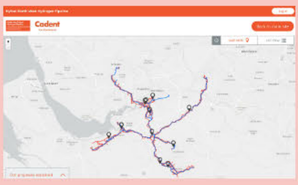
Character Count: **7000**

Enter your views

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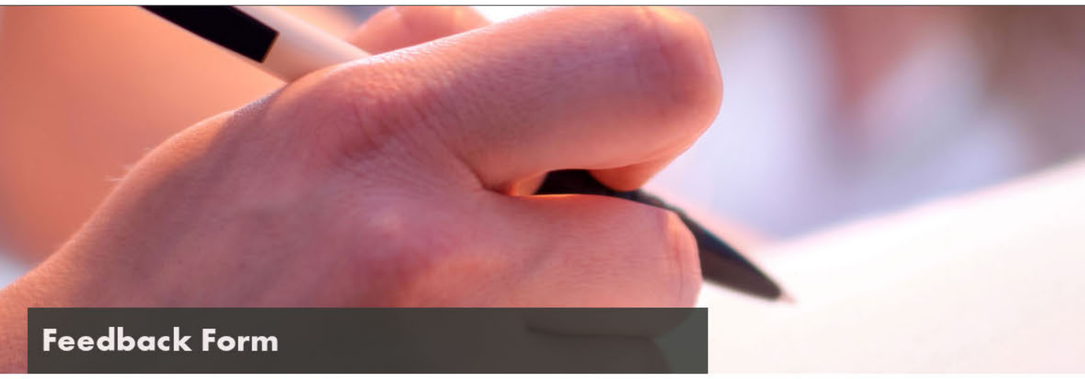
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East corridor: Partington to the Central Hub, and the Warburton and Partington spurs Page 3 of 8

7. Please share your views on the preliminary order limits and the indicative pipeline centre line we've identified along the east corridor.

Character Count: **7000**

Enter your views

8. Please share your views on the potential HAGI and BVI locations we've identified along the east corridor.

Character Count: **7000**

Enter your views

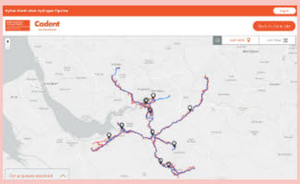
9. Please share your views on the areas we've chosen for temporary construction activity along the east corridor (i.e., access to build the pipeline, areas to store materials).

Character Count: **7000**

Enter your views

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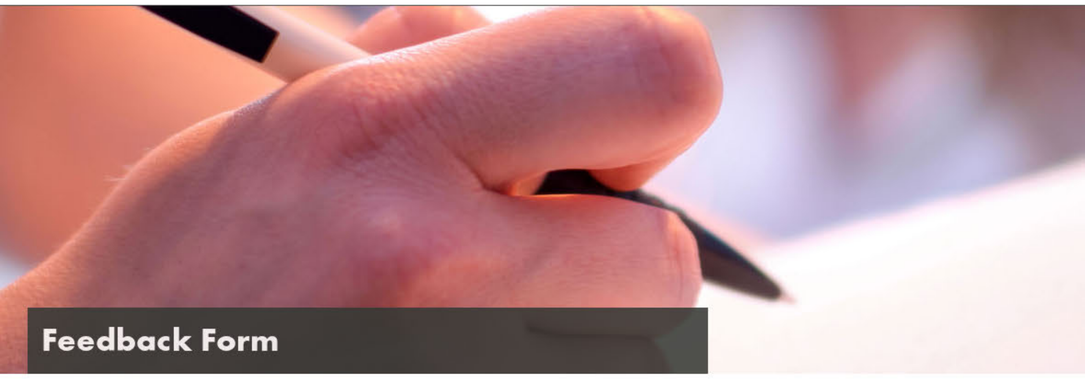
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South corridor: Central Hub to Hydrogen Storage Facility and the Northwich spur Page 4 of 8

10. Please share your views on the preliminary order limits, the indicative pipeline centre line, and alternative route options we've identified along the south corridor.

Character Count: **7000**

Enter your views

11. Please share your views on the potential HAGI and BVI locations we've identified along the south corridor.

Character Count: **7000**

Enter your views

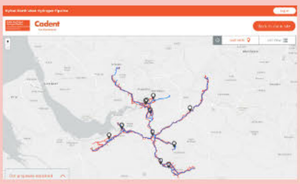
12. Please share your views on the areas we've chosen for temporary construction activity along the south corridor (i.e., access to build the pipeline, areas to store materials).

Character Count: **7000**

Enter your views

← Go back Continue →

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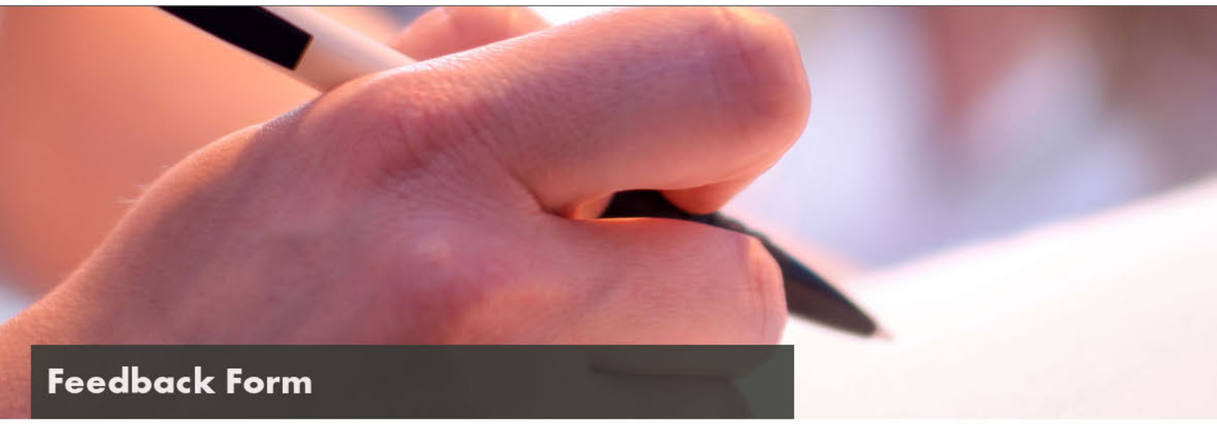
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The Central Hub Page 5 of 8

13. Please share your views on the two potential locations we've chosen for the Central Hub, including any additional information that could help us identify a preferred site.

Character Count: **7000**

Enter your views

14. Please share your views on the areas we've chosen for temporary construction activity for the Central Hub (i.e., access to build the Central Hub, areas to store materials).

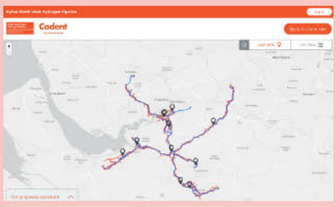
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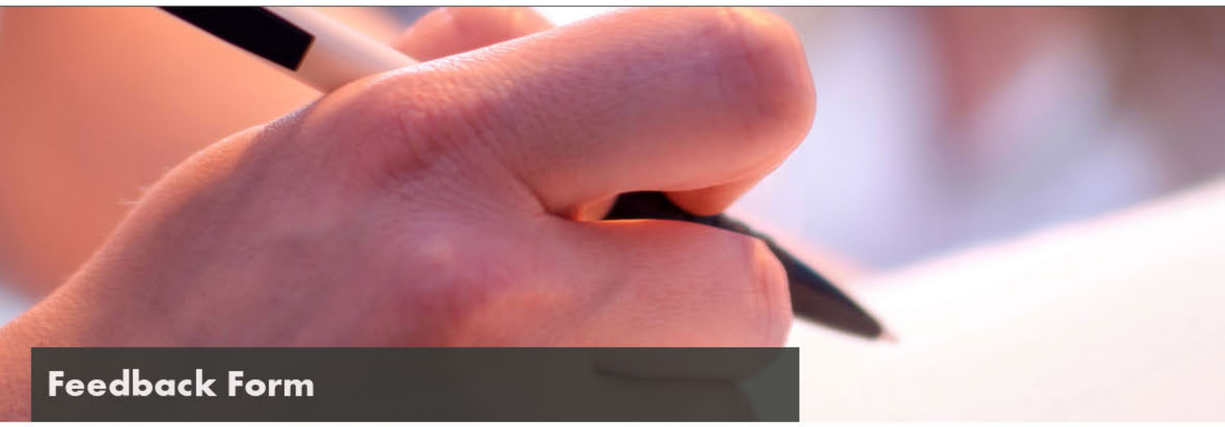
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Preliminary Environmental Information

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15. Do you have any comments on the Preliminary Environmental Information Report (PEIR)? You can read the PEIR in full via the knowledge hub on our project website.

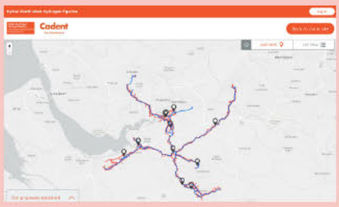
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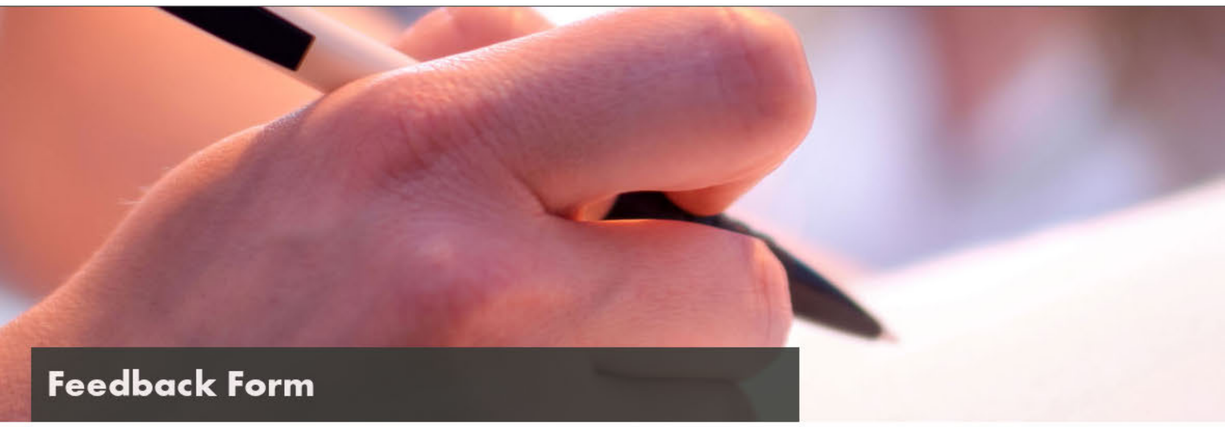
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Other comments

16. Is there anything else within this current consultation which you would like to comment on?

Character Count: **7000**

Enter your views

17. Please share your views on the work we've done since our first consultation earlier this year that's helped us present more detailed proposals.

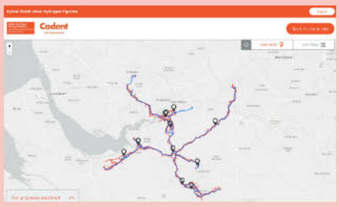
Character Count: **7000**

Enter your views

← Go back

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Interactive feedback map



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See map

Feedback sections

West corridor: Stanlow to the Central Hub, and the Runcorn spur
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East corridor: Partington to the Central Hub, and the Warburton and Partington spurs
South corridor: Central Hub to Hydrogen Storage Facility and the Northwich spur
The Central Hub
Preliminary Environmental Information
Other comments
Your details

The project

The HyNet North West Hydrogen Pipeline is essential to unlocking the benefits and ambitions of HyNet North West.

Find out more

Register for updates

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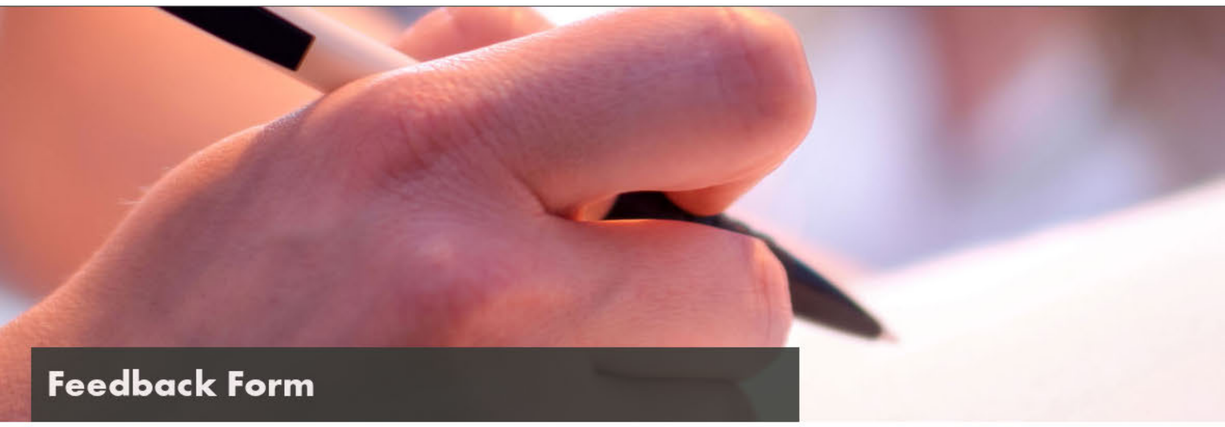
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Ok, continue

Deny

No, adjust

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Feedback Form

Your details

Page 8 of 8

First name*

Last name*

Email

Postcode*

Are you responding on behalf of an organisation?

Yes No

Organisation — If yes, which one?

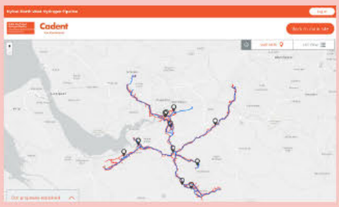
Please keep me informed of the project's progress

See here for more information about our privacy policy and how we protect your privacy.

← Go back

Review your feedback →

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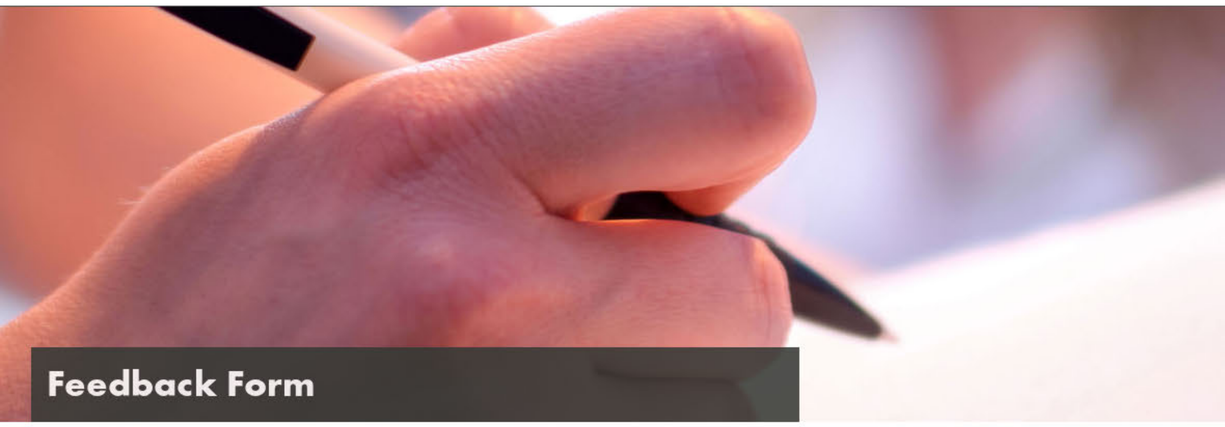
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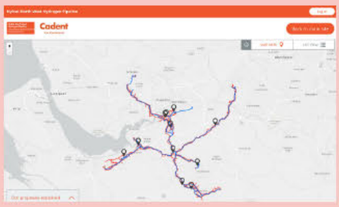
Field name	Your response

I'm not a robot
reCAPTCHA
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Submit your feedback →

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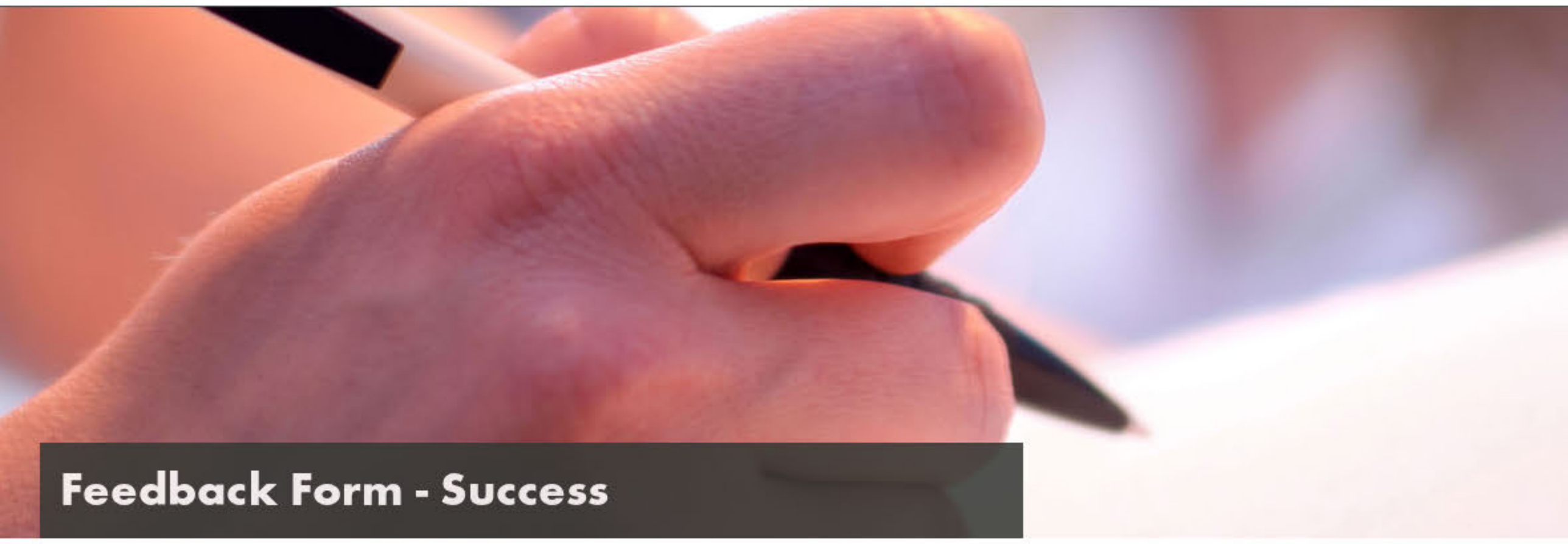
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Feedback Form - Success

Your feedback has been submitted

Thank you for your feedback on our proposals for Cadent's HyNet North West Hydrogen Pipeline.

Please note, the deadline for any further feedback submissions to this initial stage of consultation is 11.59pm on 11 March 2022.

We are not able to respond individually to every question, but the themes and issues raised in our consultation will be summarised in our Consultation Feedback Report, which will be published on our website after the consultation closes.

For more information, please visit our website at www.hynethydrogenpipeline.co.uk, where you can also register to be kept up to date as the project progresses. Alternatively, feel free to get in touch via freephone on 0800 860 6261.

Kind regards

Community relations team
Cadent's HyNet North West Hydrogen Pipeline

Back Home

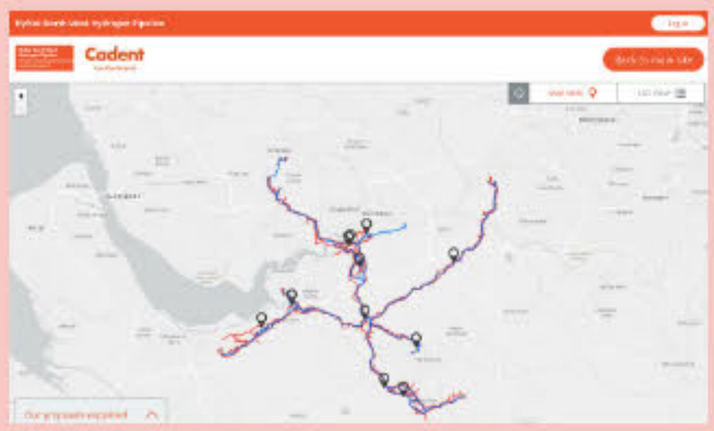
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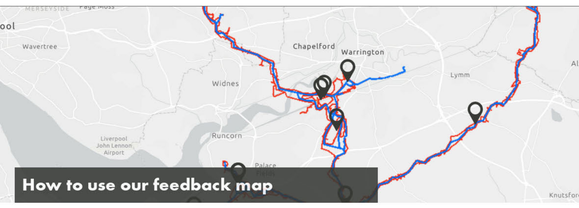
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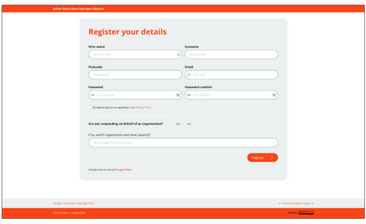
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How to use our feedback map

Register

To give us your feedback on the project, you will need to register. Please provide us with your name, email, and postcode and tell us if you are responding on behalf of an organisation or as an individual.

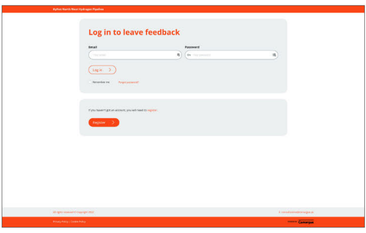


You will be sent an email to confirm your identity. Please click the link in the email to confirm. If you are not automatically logged in please click on login.

Click here to view our GDPR Policy on how we manage data for this project.

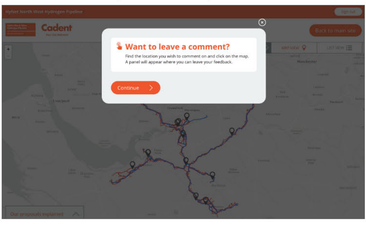
Login

Visit /login and enter your email and password.

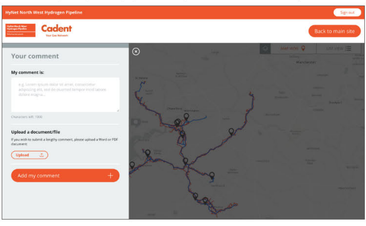


Add your feedback

You can zoom and move the map around to the location you wish to leave feedback.



Click on the map and a panel will pop out to allow you to leave a comment at that point:



Type your comment into the text box. If you wish to provide lengthy feedback (greater than 1000 characters), please write your comment in a document i.e. Word and upload it as an attachment at the bottom of the page.

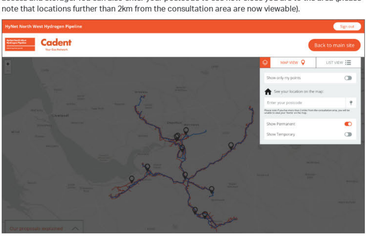
Click on 'Add my comment' to add your feedback to the map. Your pointer will appear on the map. This is important as your comment will not be registered unless you click here to send it to us.

Please note: You are unable to edit a comment once it has been submitted. If you wish to leave additional feedback please add a further comment.

Features

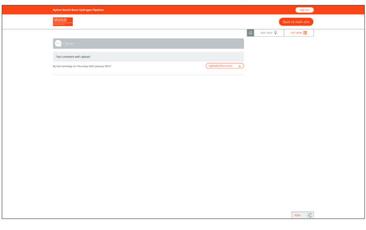
Route corridors and plot your location

You are able to turn the project's permanent and temporary layers on and off. The permanent layer includes the indicative pipeline centre line, Hydrogen Above Ground Installations (HAGIs) and Block Valve Installations (BVIs). The temporary layer includes areas we'll temporarily need for construction access and storage. You can also enter your postcode to see how close you are to the area (please note that locations further than 2km from the consultation area are now viewable).



List view

You can view a list of all of your feedback either on the map or using the 'list view':



Our current proposals

Since the first consultation earlier in 2022, we've looked closely at people's feedback and carried out more technical, engineering and environmental work.

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See map

Have your say

We want to hear your views. There are plenty of ways for you to submit your feedback on our proposals for Cadent's HyNet North West Hydrogen Pipeline.

Leave feedback

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Ok, continue | Deny | No, adjust

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Meet the team

You can find out more about Cadent's HyNet North West Hydrogen Pipeline at one of our nine in-person and two online consultation events.

These events are a great way to learn more about our proposals, meet the project team and ask any questions you may have about the project.

In-person consultation events are 'drop in' events, meaning you can stop by at any point to learn more and speak to the team.

Our in-person events:

Exhibition Venue	Date and Time	Address
The Milner Church Institute	Saturday 1 October 2022 10am to 3pm	Runcorn Road, Moore, Runcorn, Cheshire, WA4 6TX
Whitley Village Hall	Wednesday 12 October 2022 3:30 to 7:30pm	Village Lane, Higher Whitley, Warrington, WA4 4EJ
Frodsham Community Centre	Thursday 13 October 2022 10am to 1pm	Fluin Lane, Frodsham WA6 7QN
Fuse ROC Centre	Tuesday 18 October 2022 10am to 1pm	Warburton Lane, Partington, Manchester M31 4BU
Anderton Village Hall	Tuesday 18 October 2022 3pm to 7pm	New Road, Anderton, Northwich, CW9 6AE
St Stephen's Church Hall	Wednesday 19 October 2022 10am to 1pm	Main Rd, Moulton, Northwich CW9 8PA
Warrington Football Club	Wednesday 19 October 2022 3pm to 7pm	Cantilever Park, Common Lane, Warrington, Cheshire WA4 2RS
Thatto Heath Library	Friday 28 October 2022 10am to 1pm	Thatto Heath Road, St Helens WA10 3QX
High Legh Village Hall	Monday 31 October 2022 9:30am to 12:30pm	West Lane, High Legh, Knutsford, Cheshire WA16 6LR

Our online events:
The online events will be held on Zoom and include a presentation from the project team followed by a question and answer session.

4 October 2022, 6-7pm
Register here

20 October 2022, 6-7pm
Register here

Should you experience any issues while trying to register to attend one of our online consultation events then please contact the project team by emailing info@hynethydrogenpipeline.co.uk or calling **0800 860 6261**.

Please refer to this page for any updates before attending in-person events.

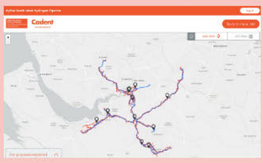
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See map

Find out more

To find out more about our proposals for Cadent's HyNet North West Hydrogen Pipeline, you can view and download a selection of materials.

Visit Knowledge Hub

Have your say

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Home

The HyNet North West Hydrogen Pipeline will help unlock an energy revolution to decarbonise the North West.

The HyNet North West Hydrogen Pipeline will be the UK's first 100 per cent hydrogen pipeline network at scale. It is essential to unlocking the benefits and ambitions of the HyNet North West programme and achieving the UK's net zero by 2050 target.

Cadent's HyNet North West Hydrogen Pipeline will deliver the infrastructure needed to provide 100 per cent low carbon hydrogen to industry, and provide connections into the wider gas network to allow for potential blended hydrogen to power homes across the region. The hydrogen pipeline is central to realising the benefits of the HyNet North West low carbon cluster.

The pipeline will be underground, although we will need ten Hydrogen Above Ground Installations (HAGIs) at various locations along the route.

In parallel with the construction of Vertex Hydrogen's Hydrogen Production Plant, we anticipate starting construction on the first section of the hydrogen pipeline from 2025, subject to obtaining planning consent.

Our second, statutory consultation: 12 September 2022 to 10 November 2022

Our second, statutory consultation is now open.

Earlier in 2022, at our first consultation, we presented a broad route corridor within which the pipeline could be routed and search areas within which HAGIs could be located. Since then, we've looked closely at people's feedback and carried out more technical, engineering and environmental work.

This work means we're now able to present ***preliminary order limits*** (also known and sometimes referred to as a 'red line boundary'), which have been refined from our early route corridors. The preliminary order limits are the area where our pipeline will be routed and temporary construction areas located, as well as potential HAGI and Block Valve Installation (BVI) sites.

We want to hear your views

We would like your feedback on these more detailed proposals, including the preliminary order limits and indicative pipeline centre line, route options, and potential HAGI and BVI locations. We have also published our Preliminary Environmental Information Report (PEIR), including a non-technical summary. We would also like to hear any comments that you have on the PEIR. Visit the Knowledge Hub on our project website to read the PEIR in full.

Our second round of consultation on our more detailed proposals for Cadent's HyNet North West Hydrogen Pipeline will run from **12 September 2022 to 10 November 2022**.

This is likely to be our last route-wide consultation on our proposals, so it's important people take part and have their say.

Have your say

How to submit feedback

There are a number of ways for you to submit your feedback:

- Use the interactive feedback map and online feedback form here
- Send an email to: info@hynethydrogenpipeline.co.uk
- Send written feedback to the freepost address: FREEPOST HYNET NWHP
- Drop into one of our in-person events, discuss the project with us and pick up a hard copy feedback form to fill in. Visit Meet the team for more information

You can also call **0800 860 6261** to ask any questions you might have.

Please ensure you submit your feedback by 10 November 2022.

This consultation is for the HyNet North West Hydrogen Pipeline only and is being run by Cadent.

While Cadent's HyNet North West Hydrogen Pipeline forms part of the wider HyNet North West programme, it is being developed as a standalone project and requires its own Development Consent Order (DCO). ***It is separate to the Hydrogen Production Plant, the hydrogen storage facilities at Northwich and the carbon dioxide pipeline and offshore storage project.*** Consultation responses should relate to Cadent's HyNet North West Hydrogen Pipeline ***only***.

For more information about the wider HyNet North West programme, please visit: www.hynet.co.uk.

The HyNet North West Hydrogen Pipeline is a Nationally Significant Infrastructure Project (NSIP). This means we will apply to the Planning Inspectorate and Secretary of State for Business, Energy and Industrial Strategy (BEIS) for a Development Consent Order (DCO), in accordance with the Planning Act 2008.

Local people, including elected representatives and other stakeholders, have an important role to play in this process. We need your local knowledge to help us understand any potential impact from the project and welcome any feedback you may have on our more detailed proposals.

All the feedback we receive will be recorded and carefully considered ahead of submitting the DCO application.

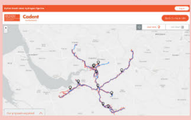
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See map

About us

Click here to find out more about Cadent and its involvement in other hydrogen projects.

Find out more

What is HyNet North West?

HyNet North West is a ground-breaking decarbonisation cluster managed by Progressive Energy. It will unlock a low carbon economy for the North West of England and North Wales, placing the region at the forefront of the UK's drive to net zero and wider energy security aims.

HyNet North West will produce, store and distribute hydrogen as well as capture and store carbon from industry in the North West of England and North Wales. It will use state-of-the art technology to build new infrastructure, while also upgrading and reusing existing infrastructure, which is currently involved in fossil fuel production.

While ambitious, delivery of HyNet North West meets the major challenges of reducing carbon dioxide emissions. The infrastructure has been designed to remove carbon emissions quickly, helping the region and the UK to meet its net zero targets by 2050.



Cadent's HyNet North West Hydrogen Pipeline will play a vital role by delivering low carbon hydrogen to industrial customers across the region.

In addition to the HyNet North West Hydrogen Pipeline, the wider HyNet North West programme includes:

- Hydrogen Production Plant at the Stanlow Manufacturing Complex – developed by Vertex Hydrogen
- Hydrogen storage at Northwich – developed by INOVYN
- Carbon dioxide pipeline – developed by Liverpool Bay CCS Ltd

Visit www.hynet.co.uk/benefits for more information about the benefits of HyNet North West.

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HyNet North West Hydrogen Pipeline

Delivering clean growth



Keep in touch

Register your details

Please register your contact details with us if you would like to be kept informed about our project.

Name

Email

Phone

Are you responding on behalf of an organisation?

Yes No

Organisation If yes, which one?

I wish to be kept informed

I'm not a robot reCAPTCHA Privacy - Terms

Submit

If you want to know more about the HyNet North West Hydrogen Pipeline, then please contact us using the details below:

info@hynethydrogenpipeline.co.uk

0800 860 6261

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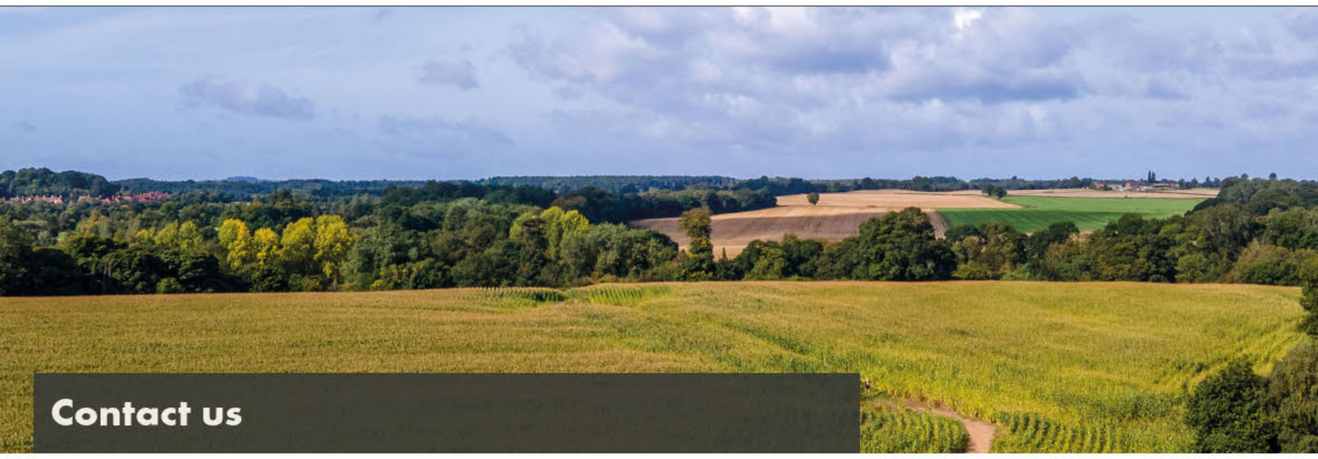
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Contact us

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Call: 0800 860 6261

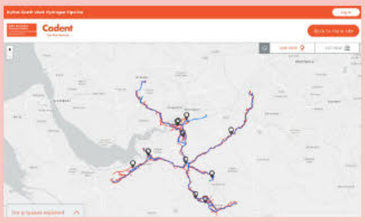
Our current proposals

Since the first consultation earlier in 2022, we've looked closely at people's feedback and carried out more technical, engineering and environmental work.

We're now able to present the preliminary order limits and indicative pipeline centre line, route options, and potential Hydrogen Above Ground Installation (HAGI) and Block Valve Installation (BVI) locations.

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Interactive feedback map



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See map

Have your say

We want to hear your views. There are plenty of ways for you to submit your feedback on our proposals for Cadent's HyNet North West Hydrogen Pipeline.

Leave feedback

Please note, the deadline for submitting feedback is at 23:59 on 10 November 2022.

Register for updates

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Register here

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Deny

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Suppliers

We're at an early stage in our work and as yet have made no decisions on procurement.

However, if you're interested in working with us as a supplier, please register your interest by emailing suppliers@hynethydrogenpipeline.co.uk. You can also register for project updates here.

For more information on the values that inform the decisions Cadent makes surrounding its suppliers, please see here.

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Meet the team

You can find out more about Cadent's HyNet North West Hydrogen Pipeline at one of our nine in-person and two online consultation events.

These events are a great way to learn more about our proposals, meet the project team and ask any questions you may have about the project.

In-person consultation events are 'drop in' events, meaning you can stop by at any point to learn more and speak to the team.

Our in-person events:

Exhibition Venue	Date and Time	Address
St Stephen's Church Hall	Wednesday 14 September 2022 10am to 1pm	Main Rd, Moulton, Northwich CW9 8PL
High Legh Village Hall	Wednesday 14 September 2022 3:30pm to 7:30pm	West Lane, High Legh, Knutsford, Cheshire WA16 6LR
Warrington Football Club	Thursday 15 September 2022 2:30pm to 6:30pm	Cantilever Park, Common Lane, Warrington, Cheshire WA4 2RS
Anderton Village Hall	Wednesday 21	New Road, Anderton, Northwich, CW9 6AE
Whit		WA4
	4:30pm	
Frodsham Community Centre	Thursday 22 September 2022 10am to 1pm	Frodsham, Frodsham WA6 7QN
Fuse ROC Centre	Thursday 22 September 2022 4pm to 8pm	Warburton Lane, Partington, Manchester M31 4BU
Thatto Heath Library	Friday 30 September 2022 12pm to 4pm	Thatto Heath Road, St Helens WA10 3QX
The Milner Church Institute	Saturday 1 October 2022 10am to 3pm	Runcorn Road, Moore, Runcorn, Cheshire, WA4 6TZ

UPDATE PLEASE READ

We are saddened to learn of the death of Her Majesty The Queen. Subsequently, all consultation events for Cadet's HyNet North West Hydrogen Pipeline project have been postponed. We will provide more information in due course and encourage people to refer to the website for more information.

Our consultation will remain open from 12 September 2022 and we will still accept people's feedback.

Our online events:

The online events will be held on Zoom and include a presentation from the project team followed by a question and answer session.

27 September 2022, 6-7pm
Register here

4 October 2022, 6-7pm
Register here

Should you experience any issues while trying to register to attend one of our online consultation events then please contact the project team by emailing info@hynethydrogenpipeline.co.uk or calling **0800 860 6261**.

Please refer to this page for any updates before attending in-person events.

Consultation coming soon

Our second round of consultation on more detailed proposals will run from 12 September 2022 to 10 November 2022. Click the link below to be notified when it launches.

Register for updates

This consultation

Our consultation is now open. We want to know whether you have any views or information on the preliminary order limits and pipeline centreline, preferred HAGI locations and alternative options.

Find out more

Have your say

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HyNet North West Hydrogen Pipeline

Delivering clean growth



News updates



Hydrogen Above Ground Installations what they are, why we need them and what they'll look like

The majority of Cadent's HyNet North West Hydrogen Pipeline will be underground. In some places, however, we will need some Hydrogen Above Ground Installations (or HAGIs).

Read update

Update – 11 March 2022

People across the region consulted on the proposed HyNet North West Hydrogen Pipeline

Read update

Update – 26 January 2022

Consultation launched on HyNet North West Hydrogen Pipeline

Read update

Have your say

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Knowledge Hub

On this page you can view and download a selection of materials that provide more information about the HyNet North West Hydrogen Pipeline.

We are currently in the process of preparing to launch our second consultation on Monday 12 September. This means we will be publishing new materials to help you understand our more detailed proposals. Please return to this page on Monday 12 September for more information.

Should you require any of these materials in a more accessible format, please contact the project team by emailing info@hynethydrogenpipeline.co.uk or calling 0800 8606 261.

Documents relating to our second, statutory consultation

Statement of Community Consultation (SOCC), September 2022

Our SoCC sets out how we will consult local communities during our statutory consultation. It provides details about how people can take part in the consultation and how feedback from consultees will inform our final design.

Consultation Poster, 12 September to 10 November 2022

Please feel free to download, print and share this poster. It explains how you can get involved, attend an event and how to give feedback from 12 September 2022

Consultation Brochure, 12 September to 10 November 2022

This brochure provides an overview of our updated proposals following the feedback we received during our first round of consultation in early 2022. If you require this brochure in an alternative format, please contact the project team by calling 0800 8606 261 or emailing: info@hynethydrogenpipeline.co.uk.

Consultation Feedback Form, 12 September to 10 November 2022

Your feedback will help us develop final plans before applying to the Planning Inspectorate and Secretary of State for Business, Energy and Industrial Strategy (BEIS) for a Development Consent Order (DCO), in accordance with the Planning Act 2008. You can print this feedback form, complete it and return it to FREEPOST HYNET NWHP. Alternatively, you can use our interactive feedback map (HYPERLINK) or complete this form electronically here (HYPERLINK: https://cadent-test.netlify.app/have-your-say/feedback-form/).

Documents relating to our first, non-statutory consultation

Consultation Brochure, non-statutory consultation, 26 January to 11 March 2022

Scoping Report, January 2022

Scoping Opinion, March 2022

Route Corridor Report, non-statutory consultation, 26 January to 11 March 2022

How we could construct our pipeline, non-statutory consultation, 26 January to 11 March 2022

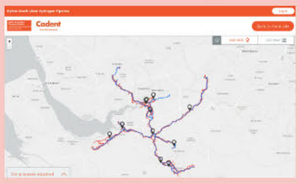
Non-Statutory Consultation Feedback Report

Consultation coming soon

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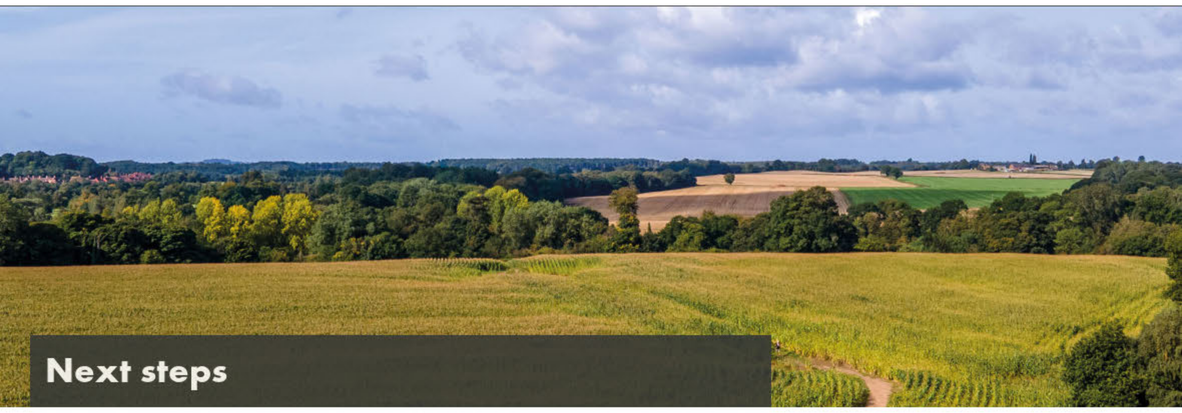
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Next steps

We held our first, non-statutory stage of consultation on our early proposals from 26 January 2022 to 11 March 2022. This consultation has now closed.

Thank you to everyone who took part in the consultation and came along to one of our eight in-person and two online events. We're currently considering all the feedback we've received, alongside further technical and environmental work, as we work to develop a more detailed design for the pipeline network.

We will present this more detailed design, alongside our preliminary environmental work, at our second, statutory consultation this autumn, during which people will have another opportunity to provide feedback.

In the meantime, click here to view our proposals in more detail. Click here to find out more about our current proposals.

Current project timeline

March 2022:
Non-statutory consultation closes. Feedback considered and detailed design being developed.

September 2022:
Statutory consultation launches

Spring 2023:
Development Consent Order (DCO) submission

Summer / Autumn 2024:
Secretary of State decision

2025 - 2027:
Construction takes place

2027:
Commissioning phase before pipeline becomes operational

Please note that this is an indicative timeline and could be subject to change.

Consultation coming soon

Our second round of consultation on more detailed proposals will run from 12 September 2022 to 10 November 2022. Click the link below to be notified when it launches.

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The project

The HyNet North West Hydrogen Pipeline is essential to unlocking the benefits and ambitions of HyNet North West.

Find out more

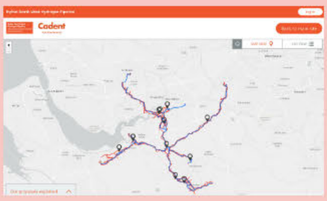
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See map

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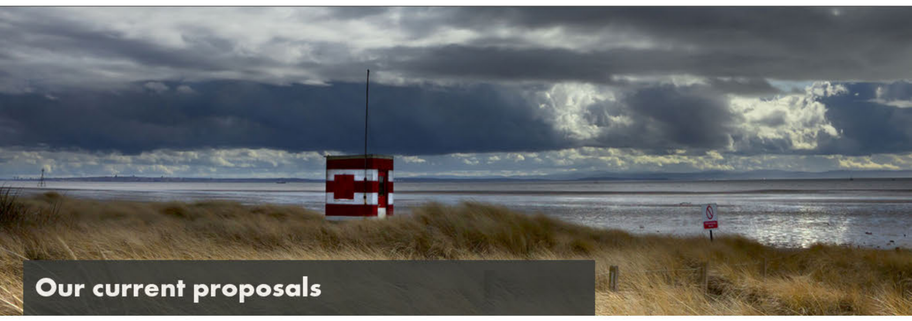
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Our current proposals

Cadent's HyNet North West Hydrogen Pipeline includes the construction, operation and maintenance of around 125 kilometres (approximately 77 miles) of new gas transportation infrastructure. The pipeline will vary in diameter along the route between 12 inches to 48 inches and will connect a number of defined end points (outlined in the table below), distributing hydrogen to industry and blending hydrogen into the existing gas network in the North West.

We are currently at an early stage in our work. So far, we have identified a broad route corridor within which the pipeline could be routed. We have also identified search areas for where our Hydrogen Above Ground Installations could potentially be located.

We held our first, non-statutory stage of consultation on these early proposals from 26 January 2022 to 11 March 2022. This consultation has now closed.

Thank you to everyone who took part in the consultation and came along to one of our eight in-person and two online events. We're currently considering all the feedback we've received, alongside further technical and environmental work, as we work to develop a more detailed design for the pipeline network.

We will present this more detailed design, alongside our preliminary environmental work, at our second, statutory consultation this autumn, during which people will have another opportunity to provide feedback.

To learn more about how we developed our proposals, click here. To view our proposals in more detail, view our interactive map here.

Defined end points	Why it's needed
Hydrogen production facility at Stanlow Manufacturing Complex	To provide a source of hydrogen to supply the pipeline network
Hydrogen storage facility, near Northwich	To allow hydrogen to be stored at times of peak supply and released into the network to meet demand
Blending to the existing gas network, near Warburton and Partington	To allow hydrogen to be blended with natural gas and supplied into the pipeline network
A cluster of industrial operations across the project area	To allow hydrogen to be blended with natural gas and supplied into the pipeline network

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Find out more

What is blended hydrogen?

Blended hydrogen is when we mix hydrogen (up to 20% by volume) into the existing natural gas pipelines. This hydrogen and natural gas mix is less carbon intensive, reducing the environmental impact of the energy we use in our homes and businesses while allowing existing domestic appliances, such as our hobs and boilers, to keep working without any changes.

The pipeline

The pipeline will connect to the existing hydrogen plant at Stanlow Manufacturing Complex. This will be the source of hydrogen for onward distribution into the network. The pipeline will then continue to the 'Hydrogen Hub' at the centre of the network. The Central Hub will act as the connection and onward distribution point for users along the south, east and north route corridors.

For more information about how we could construct our pipeline, see here.

Spurs

In some areas, we have identified spurs off the route corridor. These are needed to take hydrogen from the main pipeline network to specific industrial users in the region. We expect that these spurs will use a smaller type of pipe and will include installations within roads, much like Cadent's existing network.

Hydrogen Above Ground Installations (HAGIs)

The majority of our new infrastructure will be underground. However, at certain points along the pipeline, we'll need some above ground equipment. We call these Hydrogen Above Ground Installations (HAGIs). This equipment helps maintain the correct pressure in the pipeline, as well as ensuring security of supply.

HAGI search areas have been identified within the route corridor based on points along the pipeline network where connections or block valves are required. We currently anticipate needing around 14 HAGIs and have identified search areas for where these could be located.

What do HAGIs look like?

Typically, HAGIs require a range of above ground equipment and structures. These structures are usually around 1.5 to 2 metres tall. HAGI sites vary in size, but typically range between 0.5 and two hectares. One hectare is around the size of a football pitch.

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How we developed our proposals

Assessment of alternative route corridors

In developing our route corridor (as shown here), we also assessed and ruled out three alternative route corridors. Below, the route corridor we are consulting on is labelled 'A'. Alternatives that were ruled out are labelled 'B', 'C' and 'D'. We've provided an explanation for why B, C and D were ruled out and why we decided to move forward with A.

All alternative route corridors were developed with consideration to a range of technical, environmental and cost factors. They were also developed with the same objective in mind – to deliver hydrogen to defined end points.

For more information about how we developed our proposals, please refer to our Route Corridor Study.

A	**This is the route corridor we are consulting on. It roughly forms an 'X' shape, with a Central Hub and four legs: west to Stanlow; north to St Helens; east to Partington and Warburton; and south towards Middlewich.**
B	This formed a 'H' shape. The western leg would have run from Stanlow to Frodsham; the north across the Mersey Estuary to St Helens; the east from Partington; the south past Warburton to a location near junction 20 of the M6, then south to the hydrogen
C	This would have been a combination of options A and B, with the western, northern and eastern legs the same as those chosen in A. The connection to the hydrogen storage facility included the option provided in B, with a leg running from near junction 20 of the M6 to the hydrogen storage facility.
D	This roughly formed a 'H' shape. It would have had a western leg running from Stanlow to St Helens across the Mersey Estuary (with a spur towards Warrington). The southern leg would have run from Stanlow to Middlewich and an eastern leg from Winsford to Carrington.

Why we ruled out the alternatives

We chose A as the most appropriate option because:

- B and D both involved crossings of the Mersey Estuary. This would have led to additional environmental impacts because of how close our work would have been to a Special Protection Area and Ramsar site (Ramsar sites are designated as wetlands of international importance). The long distance drilling that these options require would have also been challenging and added cost to the project.
- C would have needed an additional Central Hub site. This would have made our project more complex to construct and required the use of more land.

Hydrogen Above Ground Installations (HAGIs)

Search areas for HAGIs have been identified along the preferred route corridor. Their locations have been informed by the points along the pipeline network where we think we'll need connections or block valves. We've also tried to avoid key landmarks.

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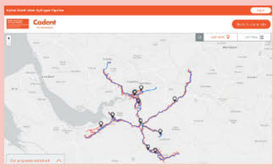
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See map

Environmental considerations

The underground pipeline and HAGIs will be designed and constructed to minimise impact on natural habits and the environment. This includes looking at a wide range of factors, including ecology and wildlife, the historic environment and existing ground conditions.

The project team is currently considering all the feedback received during the first, non-statutory stage of consultation. This is being considered alongside a number of surveys, site and route investigations, as well as other assessments, to better understand potential environmental issues and impacts.

The underground pipelines will primarily run through open land and will not be routed under people's homes.

Some surveys may be required in areas beyond the preferred route corridor and HAGI search areas to gain a better understanding of local habitats and how the project may impact them. There is, however, no intention to conduct surveys in private houses. Surveys will predominantly take place on open land and we will always work with landowners to seek voluntary access.

Have your say

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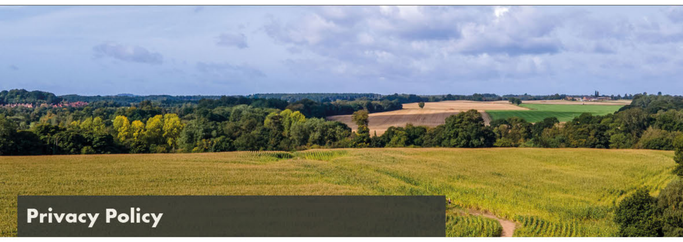
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Privacy Policy

Privacy policy for HyNet North West Hydrogen Pipeline

Your privacy matters to us and we go to great lengths to protect it - please do take some time to get to know how we work. If you do not understand some of the terms we have used or you have any questions, then please contact us and we will do our very best to assist you.

Before we start, we need to tell you that Cadent Gas Limited of Pilot Way, Ansty Park, Coventry, CV7 9JU is the data controller for the Cadent HyNet North West Pipeline Project ("**Project**"). This means that Cadent is responsible for both choosing the type of data used, and how such data is going to be used for this Project.

As data controller, Cadent is registered with the Information Commissioner's Office, under registration number of ZA195116.

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Contact details for any queries or comments on this policy should be addressed to Camargue using the contact details listed at the end of this document.

This notice explains:

- when we may collect information from you
- what information we collect
- why we collect it
- how we use that information
- how long we keep that information for
- the choices we offer, including how to access and update that information.

How does Cadent process your information?

The information we process about you as an individual will vary depending on the type of interaction you have with us about the Project.

We may collect and use:	• Your name • Your address • Phone number • Email address • If you represent an organisation relevant to the Project's work • Any pertinent information you may wish to provide to us in order that we can consult with you effectively
We use this information to:	• To inform the design of the project and support the development of an application for a Development Consent Order • To keep you up to date with our work on the project • To meet any requirements under the relevant statutory processes and to comply with law
We share this information with:	• The contractors and sub-contractors that are supporting Cadent on this project Relevant governmental bodies such as The Planning Inspectorate, the Department for Business, Energy and Industrial Strategy and or any other organisation, as required by the relevant statutory processes and to comply with law
Our legal basis of processing is:	• Legal / Regulatory Obligation and for the legitimate interest for maintaining our Gas Network

What information may we collect from your electronic device?

- Our website uses a mechanism called "cookies". Cookies record your details and your preferences so that when you log on to the website, you can use that website without having to re-enter your information every time you do so. If you need more information on how cookies work in detail, or if you do not wish us to collect information from your device in this way please review our information on Cookies for more details.
- When you visit our web site, our computer system may track information about your visit. This information is automatically saved by our computer servers and the information is saved electronically. For more details please review our information on Cookies.

Information others may provide to us?

- People contacting us by telephone, email, by letter or by using social media may provide us with your personal information.
- Members of the public may provide our employees, contractors and sub-contractors with your personal information.
- Other businesses may supply us with your personal information
- We may be provided with your personal information by regulators, and the Courts within the terms of their data privacy obligation.

Who may have access to your personal information?

- Those employees or approved contractors and sub-subcontractors who need to know your personal information for the reasons set out above.
- Those employees or approved contractors or sub-contractors who need to know your personal information for the purposes of record keeping in accordance with the law, regulations or in accordance with our licence from Ofgem.
- We may sometimes be required to disclose your personal information to third parties such as local authorities, courts and tribunals, regulatory bodies and/or law enforcement agencies for the purpose of complying with applicable laws and regulations, or in response to legal processes, or as part of the project planning application process as detailed above.

How long do we keep your personal information?

- We will keep the information for the purposes of the Project and maintaining our gas network. In some circumstances, some of the information may be made anonymous so that it cannot be associated with you and you cannot be identified from it.

How to access and obtain, rectify and/or erase your data, restrict or object to a further processing of your data

- There may be circumstances where you wish to access and obtain details of your personal data held by us – if so then please contact us in writing using the contact details set out below.
- It is important that the information we have in our records is both accurate and current. If your personal information changes, please keep us informed.

Where you use any chat room, notice board or social networking site, please be careful about giving out information about yourself or others. For more details on how we deal with misuse please visit our Terms and Conditions page.

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Contact

Community Relations Team by emailing info@hynethydrogenpipeline.co.uk Otherwise, the postal address is **FREEPOST HYNET NWHP**

or call **0800 860 6261**

Please note that this notice may be changed from time to time. The version of this notice is identified by the date shown: 1st September 2022.

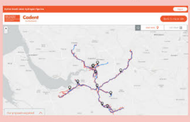
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Since the first consultation earlier in 2022, we've looked closely at people's feedback and carried out more technical, engineering and environmental work.

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Interactive feedback map



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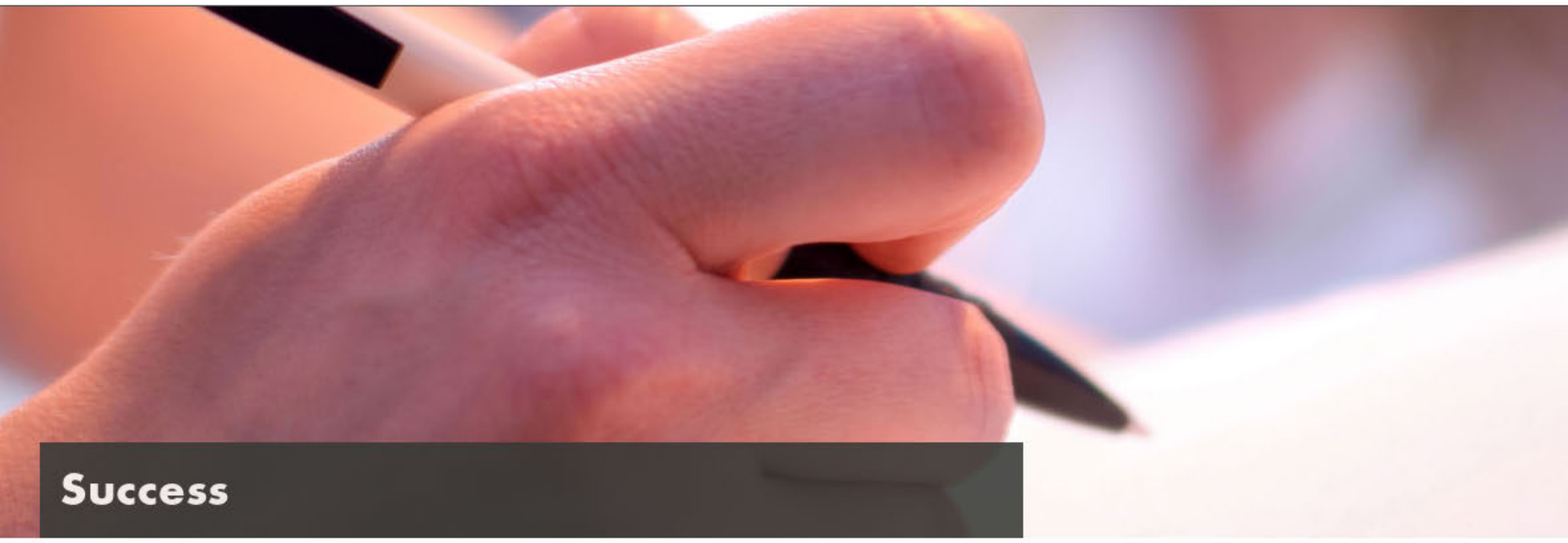
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Deny

No, adjust

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Success

Thank you for registering your interest

Our second, statutory consultation is now open. It will run from 12 September to 10 November 2022.

Once this consultation closes we will carefully consider all the feedback we have received alongside carrying out further technical engineering and environmental work – all with the aim of developing detailed proposals for the HyNet North West Hydrogen Pipeline to support our development consent order application.

Have your say

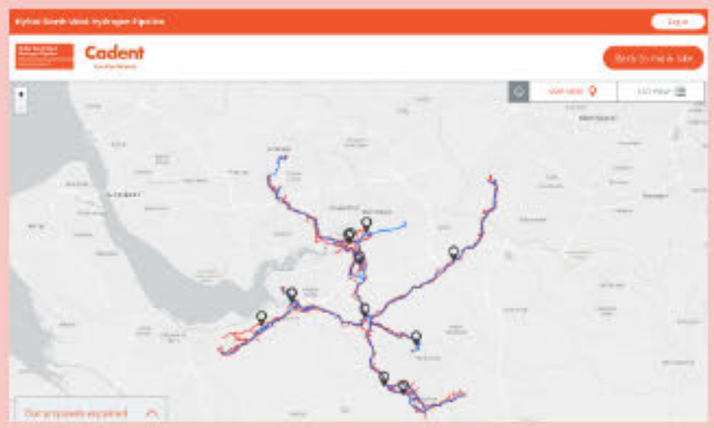
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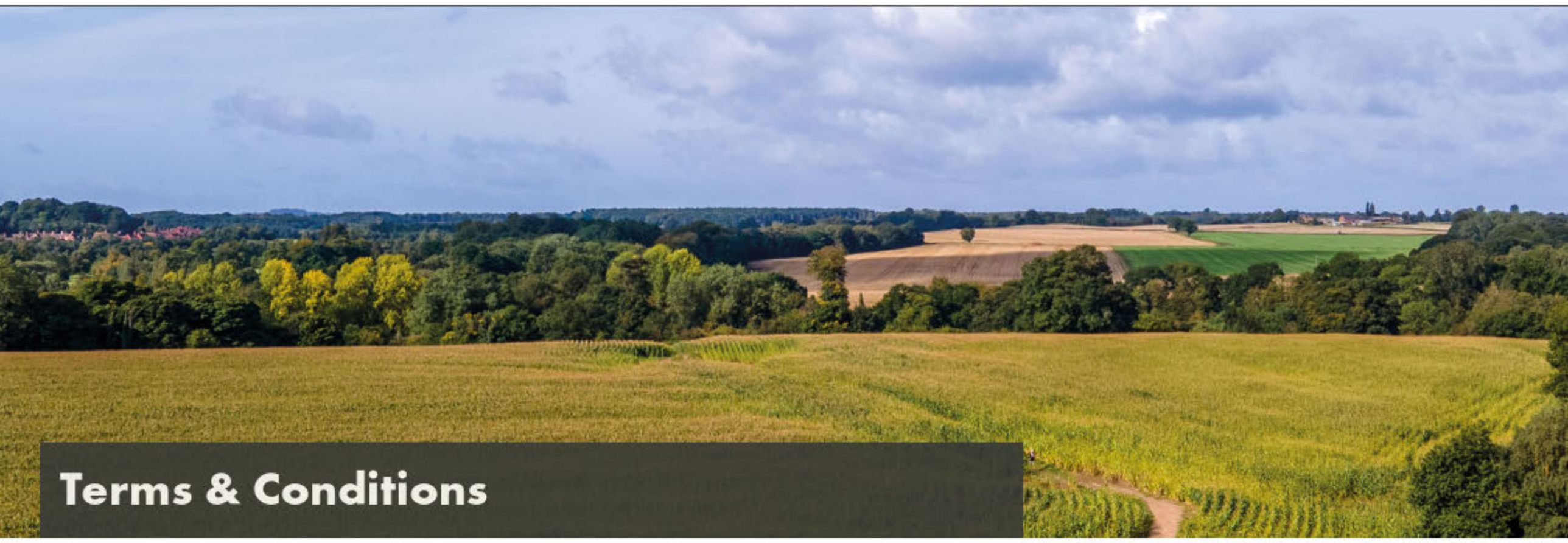
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Terms & Conditions

Terms & Conditions for HyNet North West Hydrogen Pipeline

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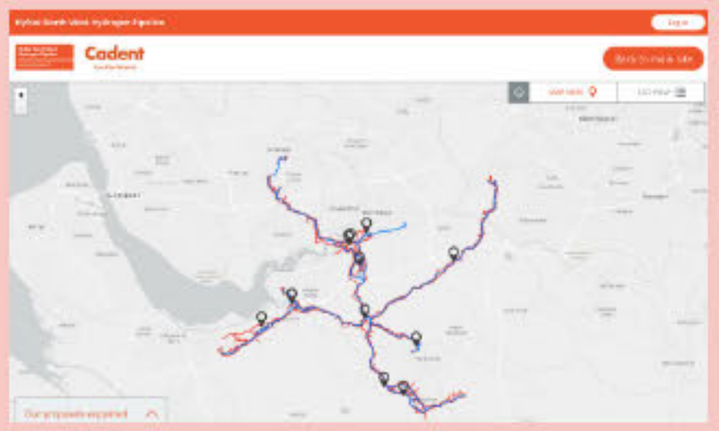
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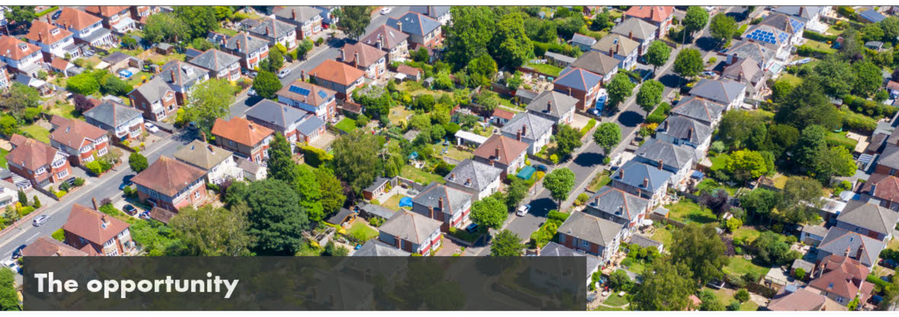
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The opportunity

Net zero by 2050

The UK has committed to net zero emissions by 2050. This means that over the next 28 years we need to reduce our net carbon dioxide emissions.

To achieve this, the government is exploring wide-ranging plans to transform how energy is produced and used, how people travel, and how our natural environment can be restored. This includes advancing the deployment of offshore wind, solar energy generation, electric vehicles, hydrogen and Carbon Capture Usage and Storage (CCUS).

As set out in the UK government's recent Energy Security Strategy, hydrogen is a clean, affordable and secure source of energy. Coupled with CCUS, it offers a low carbon alternative to fossil fuels.

We need to produce more low carbon hydrogen to help achieve net zero by 2050. Cadent's North West Hydrogen Pipeline and the wider HyNet North West programme will help realise this ambition.



In October 2021, the government announced the wider HyNet North West programme as the UK's leading industrial decarbonisation cluster. This means the programme has been selected to lead the way in developing hydrogen and carbon storage infrastructure. This places the region at the heart of the UK's drive to net zero. The wider HyNet North West programme is key to decarbonising industry in the region.

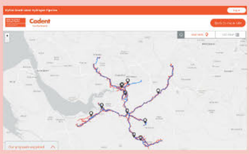
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HyNet North West is managed by Progressive Energy

With a bold history of innovation and industry the North West of England is a natural choice to lead the way in developing alternative sources of energy. The use of such alternatives will help industry decarbonise and the UK reach net zero by 2050.



While establishing the region as a hub of innovation and clean growth, HyNet North West will create opportunities that will directly benefit the region. It will:

- Attract inward investment to increase regional prosperity
- Boost the region's reputation as a highly attractive location for sustainable organisations
- Provide opportunities for local people to develop new skills and to train to work in exciting and innovative sectors
- Directly create new jobs

Cadent's HyNet North West Hydrogen Pipeline will help unlock these opportunities and deliver the hydrogen needed to meet the UK's net zero targets.

Click here to learn more about the benefits of the HyNet North West low carbon cluster.

The HyNet North West low carbon cluster will:

- Reduce carbon emissions by 10 million tonnes a year by 2030
- Provide nearly 50 per cent of the total hydrogen needed to meet the UK's net zero targets
- Single-handedly deliver 80 per cent of the UK's clean power targets for transport, industry and homes by 2030

Have your say

We want to hear your views. There are plenty of ways for you to submit your feedback on our proposals for Cadent's HyNet North West Hydrogen Pipeline.

Leave feedback

Please note, the deadline for submitting feedback is at 23:59 on 10 November 2022.

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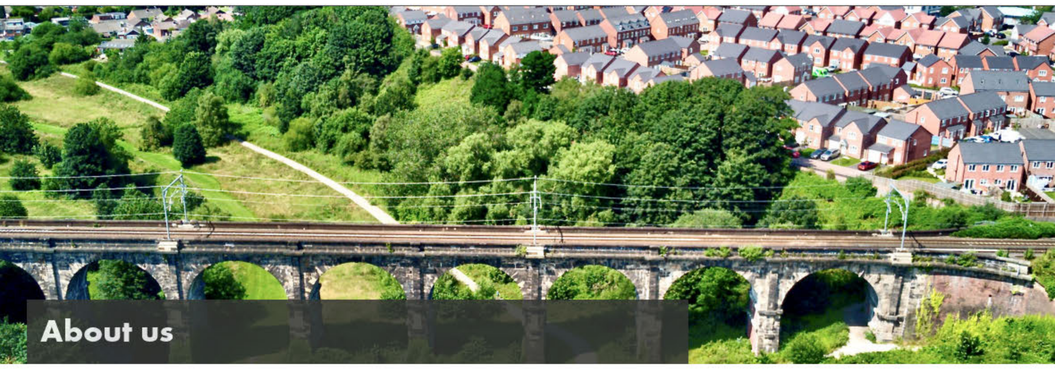
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About us

About Cadent and its hydrogen projects

Cadent is the UK's largest gas distribution network, managing a network of more than 80,000 miles of pipelines, most of which are underground.

These pipelines transport gas to 11 million customers throughout the North West, West Midlands, East Midlands, South Yorkshire, East of England and North London.

Cadent is the company responsible for developing the HyNet North West Hydrogen Pipeline.

The delivery of net zero by 2050 requires an unprecedented amount of change and investment alongside collaboration. Cadent is committing as a business to rising to that challenge. This means moving towards low carbon energy like hydrogen.

Our ambition is to make hydrogen a safe, fair and reliable choice for consumers.

Cadent has experience in delivering hydrogen projects. In collaboration with the energy sector, it is involved in several projects currently underway, including the UK's first proposed 'hydrogen village', HyDeploy and Hydrogen Showhomes, which Cadent is developing in partnership with Northern Gas Networks.

Cadent is working in clusters and partnerships focused on power generation, blending gas, industrial power and decarbonising heavy industry.

Cadent is looking at ways in which it can help ensure energy security for the north west and has published a Hydrogen Ten Point Plan which describes its decarbonisation journey. Visit www.cadentgas.com/tenpointplan to read Cadent's Ten Point Plan in full.

Cadent
Your Gas Network

Find out more information about us

Read more

About HyNet North West

HyNet North West, managed by Progressive Energy, is the UK's leading industrial decarbonisation cluster. It is being developed by a consortium of world-leading organisations, placing the region at the forefront of the UK's drive to net zero and wider energy security aims.

HyNet North West will produce, store and distribute hydrogen as well as capture and store carbon from industry in the North West of England and North Wales. It will use state-of-the-art technology to build new infrastructure, while also upgrading and reusing existing infrastructure which is currently involved in fossil fuel production.

This game-changing project has the potential to reduce carbon dioxide (CO_2) emissions by 10 million tonnes every year by 2030 – the equivalent of taking four million cars off the road. HyNet North West will create and maintain thousands of local jobs, as well as enable long-term sustainability for businesses and financial security for communities across the region.

While Cadent's HyNet North West Hydrogen Pipeline forms part of the wider HyNet North West programme, it is being developed as a standalone project and requires its own Development Consent Order (DCO). ***It is separate to the Hydrogen Production Plant, the hydrogen storage facilities at Northwich and the carbon dioxide pipeline and offshore storage project.*** Consultation responses should relate to Cadent's HyNet North West Hydrogen Pipeline ***only***.

Click here to find out more information about HyNet North West, the UK's leading industrial decarbonisation project managed by Progressive Energy.

Read more

Have your say

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Landowners

The land agent team on Cadent's HyNet North West Hydrogen Pipeline project is being led by a company called Fisher German LLP. Fisher German is a specialist company that's enjoyed a long working relationship with Cadent and has provided land agency services in connection with our pipeline network since its inception.

We're aware that Fisher German has previously undertaken work across the north west that is unrelated to Cadent's HyNet North West Hydrogen Pipeline. If you have received any communication from Fisher German, please check that it is in relation to this project.

As part of the DCO application process there's a legal requirement to identify who owns or has an interest in land. To make sure the information gathered is as accurate as possible, the Fisher German team has been engaging with potentially impacted landowners.

As part of this consultation we will write to everyone that we have identified as having an interest in land affected by the project, inviting them to comment on our more detailed proposals. We will continue to talk to landowners following the close of this consultation as we prepare to submit our application for development consent and, if successful, carry out the installation of the pipeline.

This project will require land rights over private land, both long term and short term. We will offer payments to landowners who host our pipeline or provide access during its installation. These payments will be made under a temporary access agreement (where we only need to access land and will not be carrying out installation works) or an easement agreement, where we seek more formal rights to allow for the installation and operation of the pipeline.

Get in touch

If you're a landowner in the area of our proposals and would like to ask any questions or find out more information, please contact our lands team by calling 0845 013 0667 or emailing HPP@fishergerman.co.uk

To view our proposals in more detail, click here to view our interactive map. To learn more about our current proposals, click here.

Easement agreements

We will seek to agree the necessary rights from landowners to maintain, operate and inspect the pipeline. These rights are contained in an 'easement' agreement. The agreement places duties on both parties that enable us to work together to ensure the safe operation of the pipeline. One aspect of the easement is to control and restrict what can take place within the strip of land that lies over the pipeline. This is to prevent damage to the pipeline once it has been laid.

This strip of land will vary in width, up to 24.4m wide (depending on the size of the pipeline). We will seek an option agreement for the easement with landowners before we submit our application for development consent. We would then exercise the option should development consent be granted.

Where land rights cannot be agreed voluntarily the DCO will contain compulsory purchase powers. However, these would only be used where we are unable to reach voluntary agreement.

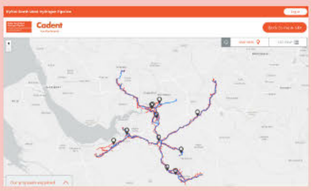
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Find out more

To find out more about our proposals for Cadent's HyNet North West Hydrogen Pipeline, you can view and download a selection of materials.

Visit Knowledge Hub

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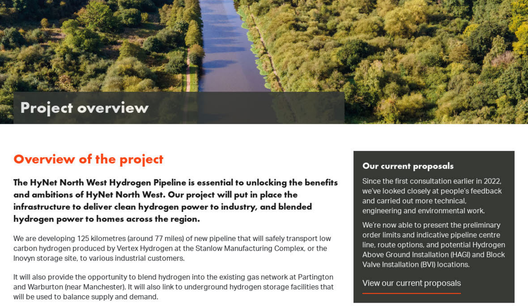
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Project overview

Overview of the project

The HyNet North West Hydrogen Pipeline is essential to unlocking the benefits and ambitions of HyNet North West. Our project will put in place the infrastructure to deliver clean hydrogen power to industry, and blended hydrogen power to homes across the region.

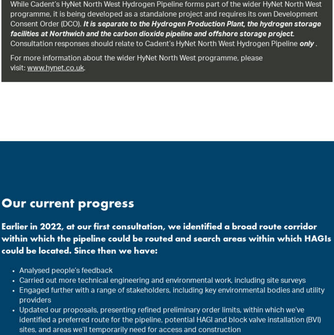
We are developing 125 kilometres (around 77 miles) of new pipeline that will safely transport low carbon hydrogen produced by Vertex Hydrogen at the Stanlow Manufacturing Complex, or the Inovyn storage site, to various industrial customers.

It will also provide the opportunity to blend hydrogen into the existing gas network at Partington and Warburton (near Manchester). It will also link to underground hydrogen storage facilities that will be used to balance supply and demand.

Our pipeline will support the UK's drive towards a net zero future and will unlock permanent jobs in the region.

The pipeline will be underground, although we will need ten Hydrogen Above Ground Installations (HAGIs) at various locations along the route.

In parallel with the construction of Vertex Hydrogen's Hydrogen Production Plant, we anticipate starting construction on the first section of the hydrogen pipeline from 2025, subject to obtaining planning consent.



Illustrative graphic of HyNet North West and its potential future stages.

Illustrative graphic of HyNet North West and its potential future stages. Click image to enlarge

In addition to the HyNet North West Hydrogen Pipeline, the wider HyNet North West programme includes:

- Hydrogen Production Plant at the Stanlow Manufacturing Complex – developed by Vertex Hydrogen
- Hydrogen storage at Northwich – developed by INOVYN
- Carbon dioxide pipeline – developed by Liverpool Bay CCS Ltd

This consultation is for the HyNet North West Hydrogen Pipeline only and is being run by Cadent.

While Cadent's HyNet North West Hydrogen Pipeline forms part of the wider HyNet North West programme, it is being developed as a standalone project and requires its own Development Consent Order (DCO). ***It is separate to the Hydrogen Production Plant, the hydrogen storage facilities at Northwich and the carbon dioxide pipeline and offshore storage project.*** Consultation responses should relate to Cadent's HyNet North West Hydrogen Pipeline ***only***.

For more information about the wider HyNet North West programme, please visit: www.hynet.co.uk.

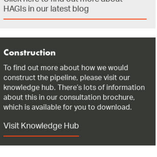
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HAGIs

The majority of our pipeline will be underground. However, we will need ten HAGIs at certain points along the pipeline. This includes a Central Hub HAGI, which will act as the central connection point for each of our four pipeline route corridors.

Click here to find out more about HAGIs in our latest blog

Construction

To find out more about how we would construct the pipeline, please visit our knowledge hub. There's lots of information about this in our consultation brochure, which is available for you to download.

Visit Knowledge Hub

Our current progress

Earlier in 2022, at our first consultation, we identified a broad route corridor within which the pipeline could be routed and search areas within which HAGIs could be located. Since then we have:

- Analysed people's feedback
- Carried out more technical engineering and environmental work, including site surveys
- Engaged further with a range of stakeholders, including key environmental bodies and utility providers
- Updated our proposals, presenting refined preliminary order limits, within which we've identified a preferred route for the pipeline, potential HAGI and block valve installation (BVI) sites, and areas we'll temporarily need for access and construction

Our second, statutory consultation is now open.

Through this consultation, we would like your feedback on these updated proposals, including the preliminary order limits and indicative pipeline centre line, route options, potential HAGI and BVI locations.

We have also published our Preliminary Environmental Information Report (PEIR), including a non-technical summary. We would also like to hear any comments that you have on the PEIR. Visit the Knowledge Hub on our project website to read the PEIR in full.

Our second round of consultation on our more detailed proposals for Cadent's HyNet North West Hydrogen Pipeline will run from **12 September 2022 to 10 November 2022.**

All the feedback we receive will be recorded and carefully considered ahead of submitting an application to the Planning Inspectorate and Secretary of State for Business, Energy and Industrial Strategy (BEIS) for a Development Consent Order (DCO), in accordance with the Planning Act 2008.

All the feedback we receive will be recorded and carefully considered ahead of submitting the DCO application.

Please ensure you submit your feedback by 23:59 on 10 November 2022.

Application process

The HyNet North West Hydrogen Pipeline is a Nationally Significant Infrastructure Project. This means we will apply to the Planning Inspectorate and Government's Secretary of State for Business, Energy and Industrial Strategy for a Development Consent Order (DCO), in accordance with the Planning Act 2008.

As part of the DCO process, we will be carrying out consultation and engagement with stakeholders and local communities. This will be undertaken throughout the pre-application phase during our two rounds of public consultation.

This stage of consultation is likely to be the last project-wide consultation on our proposals so it's really important you take this opportunity to have your say.

Find out more about the DCO process

What is hydrogen?

Hydrogen is a colourless, odourless, non-toxic gas. It is used for a variety of purposes, including as a source of fuel.

Hydrogen doesn't typically exist by itself in nature. It must therefore be processed in one of a variety of ways. Each process adds cost and, like all energy transformation processes, comes at the cost of some efficiency.

Once separated, hydrogen can be stored and transported and then turned back into other forms of energy. This makes it tremendously versatile, capable of being used in the power, heat and transport sectors.

From 2027, the aim is for HyNet North West to produce, store and distribute low carbon hydrogen.

What solution does hydrogen offer?

Traditionally we have burned fossil fuels (such as natural gas) to produce the energy we need day-to-day for cooking and heating our homes, as well as providing power for industrial use. But this produces carbon dioxide, a greenhouse gas that contributes to global warming.

Low carbon hydrogen offers a cleaner alternative source of fuel that doesn't release harmful emissions into the atmosphere. It can also be used in multiple sectors, which presents an opportunity to reduce carbon emissions across different industries – in power generation, transport, and in our homes and businesses.

In the UK's Hydrogen Strategy, published in August 2021, the government set a target for approximately 5GW of low carbon hydrogen production capacity by 2030. 5GW would be approximately sufficient power to heat 3.5 million homes for one year.

In the UK's *Energy Security Strategy*, published in April 2022, the government ***increased this target from 5GW of low carbon hydrogen production capacity to 10GW by 2030***, doubling the amount of low carbon hydrogen required.

In the Queen's Speech, delivered in May 2022, an Energy Security Bill was announced to deliver on the commitment to build a sustainable homegrown energy system that is more secure, clean, and affordable. ***Low carbon hydrogen transportation will play in an important role delivering this bill.***

What's the difference between blue hydrogen and green hydrogen?

There are many different ways of making low carbon hydrogen. The two main types of low carbon hydrogen are typically described as either 'blue' or 'green'. Vertex Hydrogen's Hydrogen Production Plant will initially be producing low carbon blue hydrogen, but the HyNet North West Hydrogen Pipeline will be able to carry all types of low carbon hydrogen – including both 'blue' and 'green' hydrogen.

Blue hydrogen
This is produced by 'splitting' natural gas. Carbon dioxide is a by-product of this process, which is then captured and stored. Blue hydrogen can be regarded as 'low carbon' because almost all carbon dioxide created during production is captured and stored. This is what the wider HyNet North West programme plans to do, with capture rates of 97 per cent.

Green hydrogen
This is produced via the electrolysis of water. Electrolysis means to use electricity to split water into hydrogen and oxygen. This process must be powered by a renewable source of electricity (wind or solar, for example) so that no carbon dioxide is emitted in the production of the hydrogen. Many renewable energy developers are looking to co-locate hydrogen production with new or existing infrastructure.

What is blended hydrogen?
Blended hydrogen is the injection of hydrogen, up to 20mol%*, into the existing gas infrastructure, safely and efficiently, allowing hydrogen to deliver cost-effective and non-disruptive carbon savings to consumers. This blended hydrogen is then transported to the wider gas network, mainly supplying general domestic and industrial customers.

This hydrogen and natural gas mix is less carbon intensive than 100 per cent natural gas, reducing the environmental impact of the energy we use in our homes and businesses while allowing existing domestic appliances, such as our hobs and boilers, to keep working without any changes.

A decision on blending hydrogen and natural gas, in relation to the use of hydrogen for heating, is to be made by the UK government in the future.

Have your say

We want to hear your views. There are plenty of ways for you to submit your feedback on our proposals for Cadent's HyNet North West Hydrogen Pipeline.

Leave feedback

Please note, the deadline for submitting feedback is at 23:59 on 10 November 2022.

Register for updates

Please register your contact details with us if you would like to be kept informed about our project.

Register here

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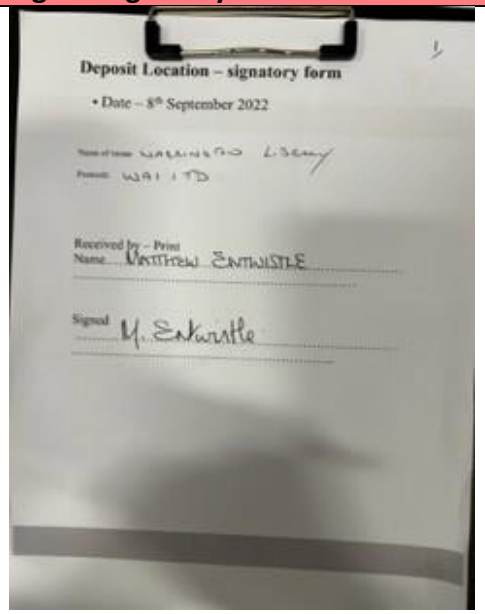



St Stephen's Church Hall
http://ststephens-moulton.org.uk
Normal hours resume from 1st September
CLOSED THURSDAYS
HyNet North West Hydrogen Pipeline
Consultation event here today
Cadent

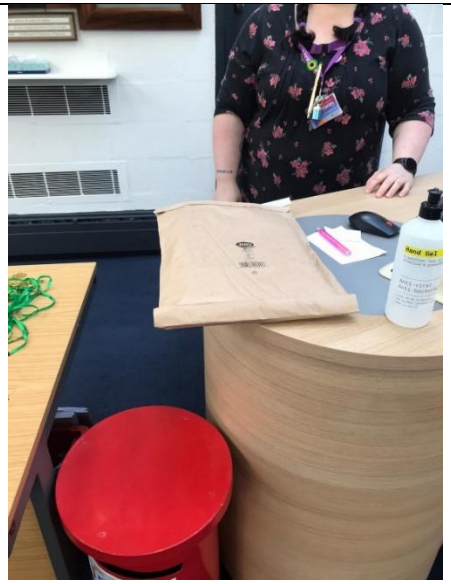
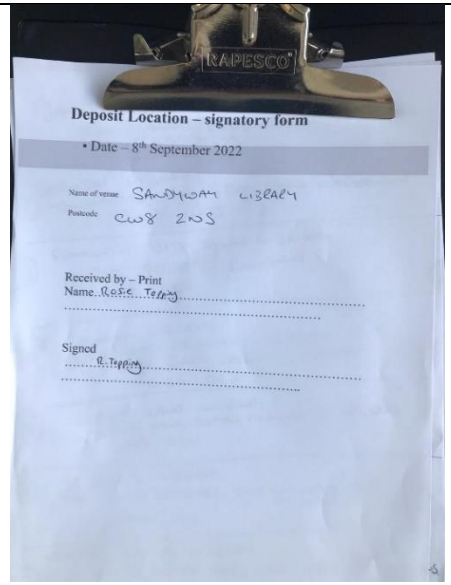
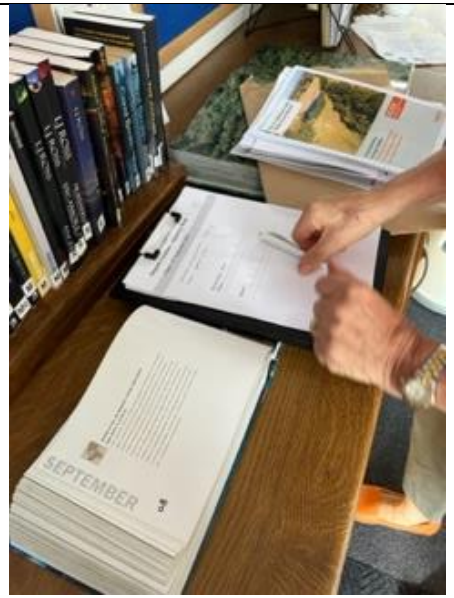
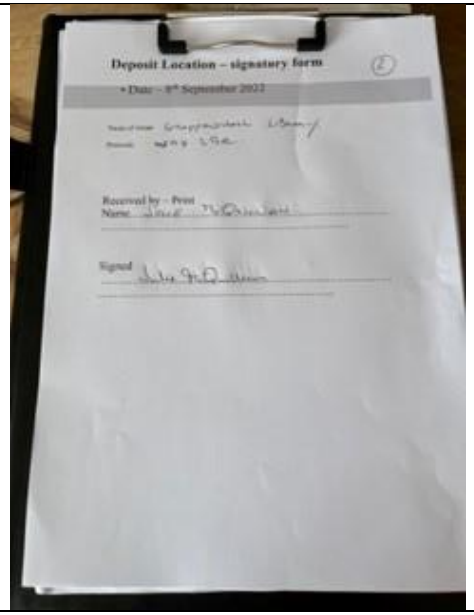

Feedback area

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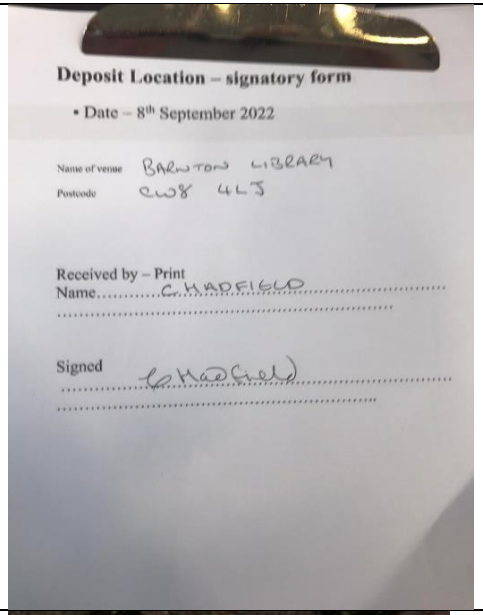
Deposit Locations Evidence.

Location	Photograph of building	Evidence of items inside the building	Signed signatory form
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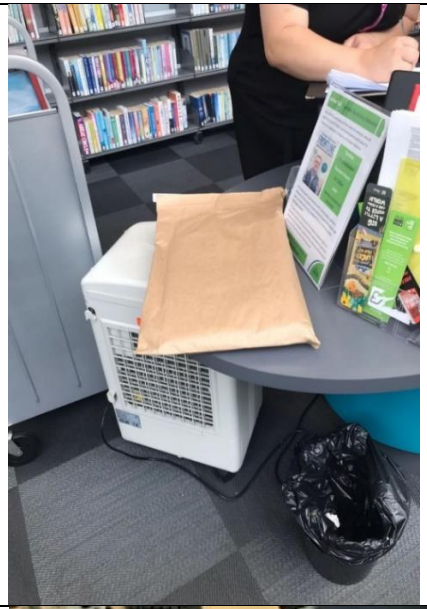
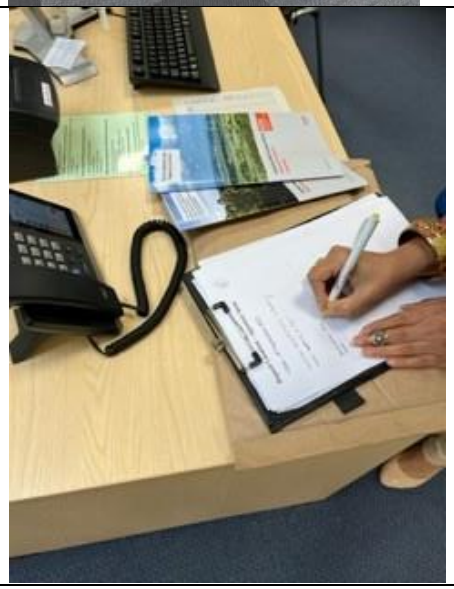
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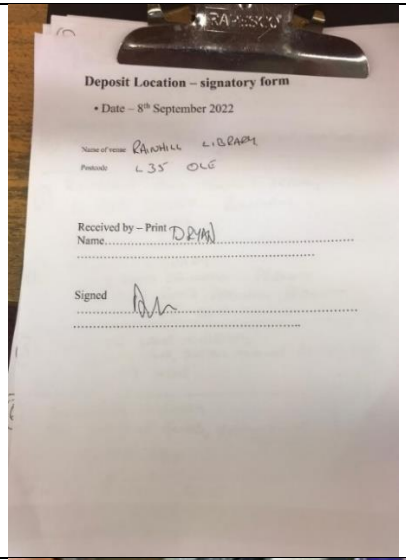
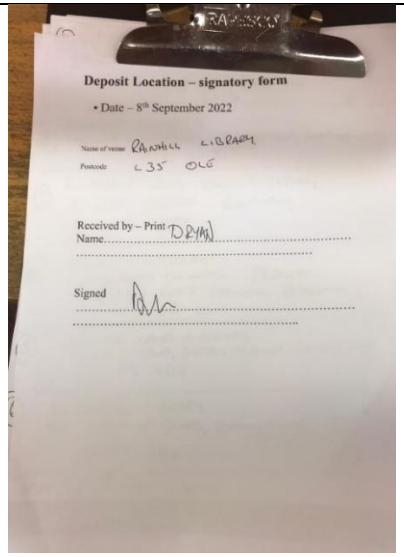
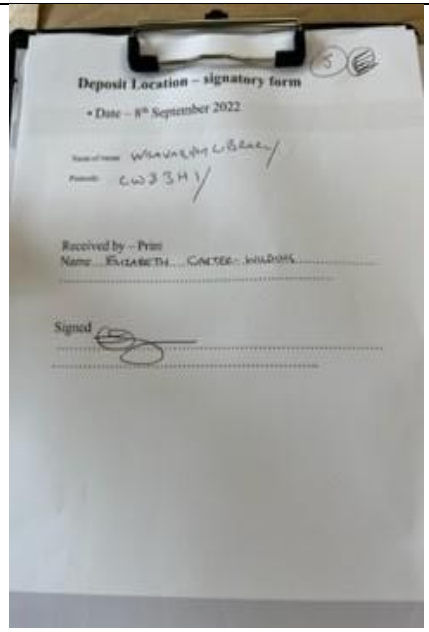
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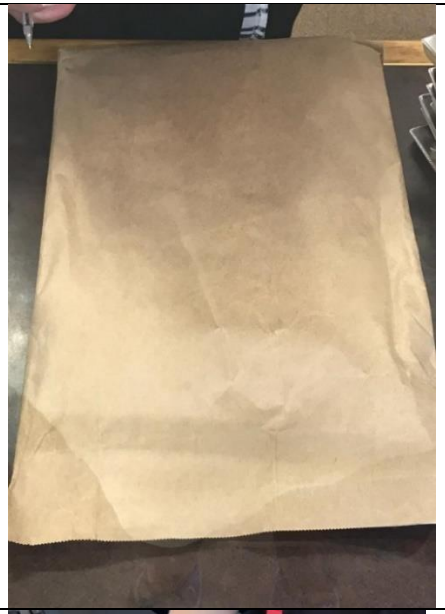
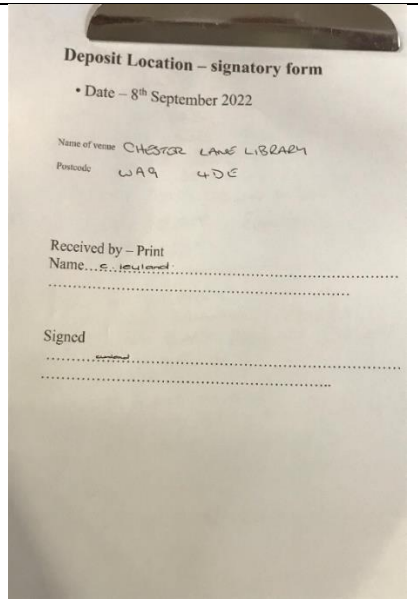
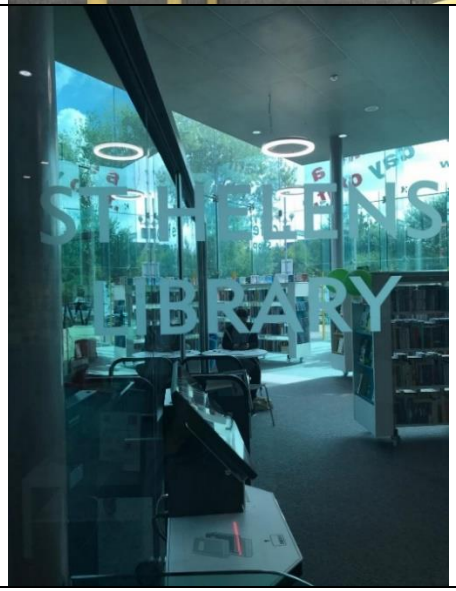
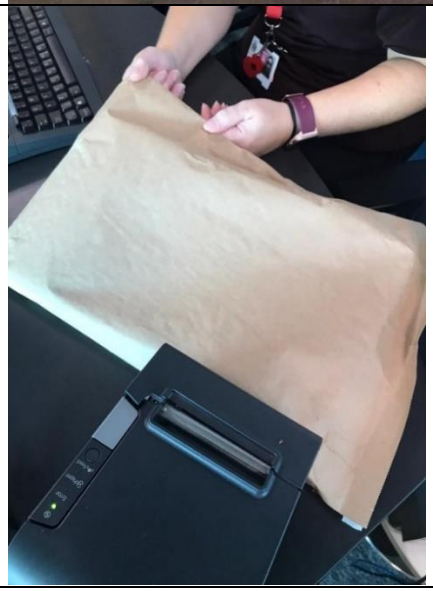
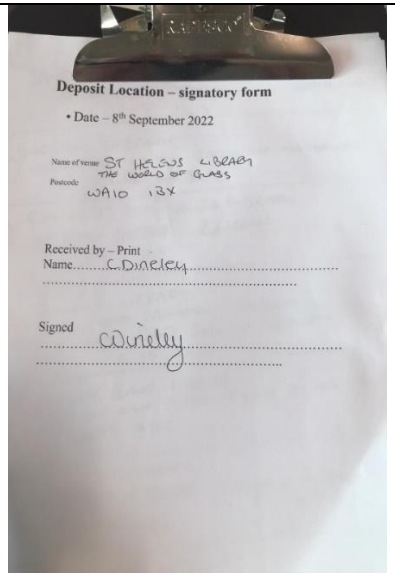
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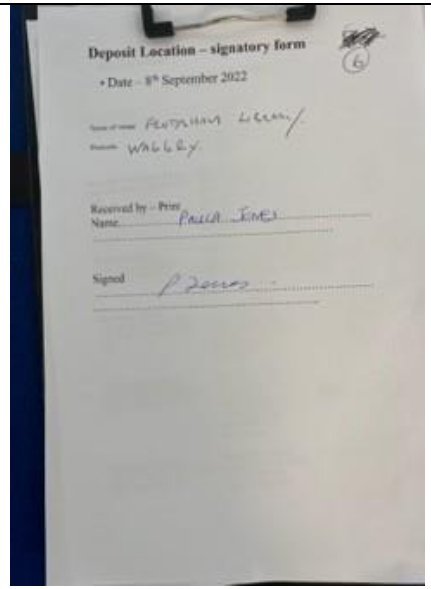
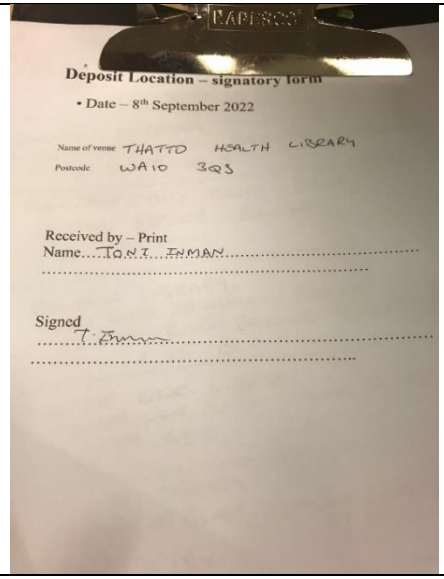
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Appendix I Land Use Planning Zone Note

Appendix I: Response to Consultees regarding Land Use Planning Zones

1. Introduction

This note is intended to provide consultees with an overview of the process that Cadent has undertaken in respect of Land Use Planning ("**LUP**") for the HyNet North West Hydrogen Project, as a follow up to various LUP-related responses given to the previous round of statutory consultation, carried out between 12 September and 10 November 2022. This note will also provide information on the ongoing assessments and actions that Cadent is undertaking to address those responses and wider LUP matters.

This note specifically relates to major accident hazards associated with the project and how the risk is assessed and managed by Cadent as a pipeline operator and the promoter of the Project.

The note will explain:

- What a Major Accident Hazard Pipeline (a "**MAHP**") is and its relevance to the Project;
- What a Land Use Planning Zone (an "**LUPZ**") is and its relevance to the Project;
- The approach being taken in determining appropriate LUPZs in light of the limited number of hydrogen gas pipelines in operation;
- The process being used to manage such issues, in cooperation with an independent Government body (namely the Health and Safety Executive (the "**HSE**")); and
- Cadent's future planned actions in respect to safety and approach to consultation on the Project as a result of the above.

2. MAHPs and their relevance to the Project

The Pipelines Safety Regulations 1996 (the "**PSR**") describe the features of a MAHP.[1] For both natural gas and hydrogen gas, a pipeline is considered to be a MAHP if it operates at above 7barg of pressure, which will apply to the Project when operational.

Cadent is the holder of a gas transporter licence under the Gas Act 1986. This means Cadent is experienced in operating pipelines (including MAHPs) and is ultimately responsible for the economic and efficient transportation of gas in its networks. Operators of these pipelines, such as Cadent, are also subject to a wide set of legal duties to prevent accidents and to mitigate any consequences of those accidents occurring. There are also further regulations ensuring Cadent's actions and operations are appropriately managed and safe, such as the Health and Safety at Work etc. Act 1974, the Management of Health and Safety at Work Regulations 1999 and PSR. This legislation is enforced by the HSE and will apply to the Project. Cadent must, and will, comply with them, as it currently does in respect of its existing natural gas pipelines.

There are currently nearly 22,000 km of MAHPs in the UK. Approximately 20,000 km of this length is transporting natural gas above 7barg, and a further 1,000 km transports ethylene. The remainder of the MAHPs transport other fluids including hydrogen. Cadent operates nearly 5,000 km of MAHPs already. MAHPs to date have not caused concern to the public, and the industry has a good track record in terms of accident risk management. It should also be borne in mind

[1] Part 3 of the PSR notes that a MAHP is a pipeline in which a dangerous fluid is being, or is to be conveyed. Dangerous fluids are then described in Schedule 2 of the PSR.

that hydrogen MAHPs such as the Project are a crucial development in achieving climate change targets.[2] They will also support our energy security as home-grown hydrogen from renewable sources are connected.

As required under the PSR, Cadent has notified the HSE that the Project will be a new MAHP, and this will trigger the HSE's inspection process. From there the Project will follow the usual HSE processes, discussed further below.

3. What are Land Use Planning Zones and how are these relevant to MAHPs

The HSE provides advice to Local Planning Authorities on planning applications in proximity to MAHPs. The HSE's advice allows Local Planning Authorities to make an informed decision in respect of safety matters as part of the planning process.[3]

Fundamental to the HSE's advice on LUP is the development of consultation distances (made up of three "zones" as set out below) around major hazard sites and MAHPs as part of its role under regulations including the Control of Major Accident Hazards Regulations 2015 (the "**COMAH Regulations**") and the PSR. The zones are shared with the Local Planning Authorities for MAHPs and major hazard sites within their district.

These consultation zones (or "**LUPZs**") are developed based upon the HSE's own risk assessment models. Proposed developments which are wholly or partly within the LUPZs create a statutory requirement for those Local Authorities to consult with the HSE, who will advise on the risk posed by those facilities or MAHPs.

As a MAHP, the Project will have LUPZs associated with it and which are determined by the HSE, meaning that any planning applications submitted within those zones (once fixed) will be subject to this further HSE consultation. Once the Project is built, applications for development within LUPZs will lead the Local Planning Authority to request advice from the HSE as to whether building the proposed development is appropriate. The HSE's approach to providing advice is based on the risk of harm to people (due to the nature of the development) and proximity to the Project (i.e., the specific zone that the proposed development falls within).

When consulted by a Local Planning Authority on proposed development within an LUPZ, the HSE will return a response that it either '*Advises Against*' or '*Does Not Advise Against*' granting of the planning consent on safety grounds. The Authority must then take the HSE's response into account when making a decision on whether to grant planning permission, as part of its assessment of the planning balance (i.e. the HSE's view does not lead to a "pass or fail test", but rather must be a material consideration in any planning application in the usual way).

For consistent decision making, the HSE's LUPZ methodology splits the consultation zone into Inner, Middle and Outer Zones which represent decreasing levels of risk in the case of an emergency (the Inner Zone is closest to the risk source, and so on moving outwards). An evaluation of the development's sensitivity to risk is undertaken on this basis leading the HSE to a response of 'Advise Against' or 'Does Not Advise Against'.

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[2] The Royal Society *Climate Change: Science and Solution: Briefing 4* (June 2021).
[3] HSE: Land use planning - HSE's land use planning methodology

For example, an application for the development of 10 new houses in an Inner Zone would likely receive a response of 'Advise Against' but would likely lead to a 'Does Not Advise Against' response if the same development were to be proposed in a Middle Zone, or Outer Zone.

The HSE's assessment of the relevant LUPZs for the Project has not yet been undertaken, as the Project is not yet consented. The calculations used by the HSE to derive LUPZs are also proprietary and not in the public domain or shared with the Project promoters.

For further detail on the LUPZ process and the HSE's role in this, refer to sections 16.7 and 16.20 of Chapter 16 of the draft Environmental Statement (on Major Accidents and Disasters) which has been published as part of the latest round of Statutory Consultation. This chapter also includes details of design measures proposed by Cadent to mitigate and minimise safety risks.

4. Cadent's assessment of potential LUPZs to date

There are a small number of hydrogen networks and pipelines (such as the Project) currently in operation in the UK and Europe, but they are recognised as a key resource in meeting climate targets. Due to the small number in operation, Cadent opted to commission an early assessment of potential LUPZs, including potential Inner, Middle and Outer Zones within the overall LUPZ boundaries, as part of the front-end engineering design ("**FEED**") for the Project. This was an important tool in informing both interested parties and decisions in respect of the Project - particularly given the queries raised by consultees during the Stage 1 Statutory Consultation.

Cadent's consideration of LUPZs has been rigorous, with outcomes thoroughly reviewed and validated to ensure they are appropriate for the purposes of consultation. The design process has included the use of specialist consultants with global experience and experimentally validated/evidence-based modelling tools. Specialist risk assessments have been undertaken to support decision-making on pipeline location, routing and management of risk. The modelling has also been used to help determine LUPZs.

The work of these specialist consultants also involved:

- testing and verifying the initial methodology utilised,
- applying modelling specific to the Projects MAHP including materials proposed and dimensions, and
- considering that modelling in comparison to ongoing HSE developments.

Cadent's approach to the LUPZs has naturally evolved over time, using the key modelling principles, e.g. risk contours, discussed in existing communications undertaken with the HSE and, as more data has been sought and obtained, the approach has been refined. International experts have assisted in informing Cadent's position, to enable it to derive models of the proposed LUPZs to the best of its engineering judgment at this stage of the Project's development. This position does not replace that of the HSE's and can only be used to develop the Project to this stage.

Discussions with the HSE have also taken place on a quarterly basis, with information being presented to them to inform next steps. Discussions are ongoing to prepare a Statement of Common Ground with the HSE, as part of the submission of the DCO application.

Once the potential LUPZs were prepared and reviewed internally, Cadent undertook a backcheck and review of the potential impacts on land uses within those zones. In particular, Cadent looked

at any proposals it considered the HSE would be likely to 'Advise Against' if a future planning application was made for those uses.

This review considered:

- Current land uses in comparison to Cadent's modelled LUPZs;
- Allocations and Local Plan developments within each of the Inner, Middle and Outer Zones;
- Changes of use proposed by planning applications within each of the Inner, Middle and Outer Zones, and other development authorised/applied for through the planning process within the modelled LUPZs;
- What additional design or mitigation features could be utilised by the Project to minimise risk levels, particularly in suburban areas, such as heavy wall (thicker) pipe or routing realignments; and
- What movements of the pipeline within the existing Limits of Deviation would mean for risk levels to land within the relevant zones.

5. Why Cadent has not provided the LUPZs as part of the consultation process to date

Cadent's modelling and associated LUPZs are not intended to be provided in public consultation for a number of reasons:

- The precise modelling the HSE will utilise involves use of its own specific methodology;
- The HSE does not publicly release the LUPZs it determines in respect of MAHPs, nor any information on its detailed calculations for determining LUPZs;
- It is therefore not possible for Cadent to align its assessment with those HSE models, prior to submission of the Project for consent;
- Given the above, there is still an inevitable level of uncertainty as to whether Cadent's modelling will reflect the LUPZs that HSE will set in due course; and
- The draft assessment (Draft ES: Chapter 16 Major Accidents and Disasters) identified no adverse significant impacts.

To ensure it is behaving responsibly, Cadent has instead opted to take a conservative approach to the area within which it is undertaking consultation as part of its upcoming Statutory Consultation. The area for Stage Three Statutory Consultation therefore includes all modelled LUPZs and a buffer zone, plus various additional areas of land which have been used in previous project consultations, where still relevant.

Cadent has also undertaken a robust and appropriate examination of potential impacts on parties who currently propose to bring forward development within the modelled LUPZ areas. The Project will have no impact on development proposed under active or known planning applications, or known Local Plan allocations, and there are no developments where the HSE would be expected to issue an 'Advise Against' recommendation.

This means that, based on current available information, any LUPZs which are imposed in respect of the Project by the HSE should not impact any planned development within the areas covered by those zones known at this time, such that development becomes undeliverable. Mitigation to minimise risk profiles will also be provided as part of the Project and will limit, so far as practicable, potential safety hazards.

As part of the PSR, Cadent has notified the HSE on its plans to construct the pipeline and will work with the HSE to evidence compliance with all relevant legislation. Prior to commissioning, a further notification will be issued to the HSE to inform them that Cadent is ready to operate the MAHP safely and efficiently.

6. Summary

Cadent is a licensed gas transporter under the Gas Act 1986. It has a statutory responsibility to operate, maintain and develop its networks in an economic and efficient and coordinated way. Cadent complies with the terms of its licence and the Network Code's conditions and standards on distribution, connection and safe working. Cadent's expertise in this area has been honed over many years, including periods prior to the demerger with British Gas and then National Gas/National Grid, and safety has been at the heart of its operations since its inception.

Cadent is confident that the Project will manage risks to ensure that they are 'as low as reasonably practicable' ("**ALARP**"). Should the HSE's LUPZ modelling differ from that undertaken by Cadent, Cadent is committed to implementing proportionate and appropriate mitigation to minimise the scope and impact of the Project on development which may be proposed or come forward within those zones in future.

The National Policy Statement for Natural Gas Supply Infrastructure and Gas and Oil Pipelines (EN-4) (the "**NPS**") emphasises the role of the HSE, the PSR and the COMAH Regulations in considering and managing the safety of pipeline developments. While noting in some instances that safety will be a relevant consideration, the NPS's guidance's main requirement is for an ALARP risk profile as detailed above.

Cadent, as an approved operator of the MAHP Project, will have duties under safety legislation (including the regulations noted above) to ensure safety of the public through the construction and operational life of the Project. The legislative processes will be followed to ensure a safe, workable project is approved, constructed and operated. The regulatory health and safety regime can also be assumed to function as expected, and the HSE is expected to undertake its regulatory role adequately to manage safety risks in the usual way.

With the safety aspects appropriately managed, the only remaining land-use-related consideration which may be relevant to this DCO application is the potential impact on any parties bringing forward development within the HSE's LUPZs. As indicated above, the LUPZs identified by Cadent's modelling assist it in identifying any potential development impacts within that zone. No such impacts have been identified to date.

The decision of Local Planning Authorities on whether to grant later planning permissions within LUPZs involves a balancing exercise, and (regardless of whether the HSE were to issue an 'Advise Against' position in respect of any such future developments) it is the Local Planning Authorities responsibility to make a final decision on any application.

Commercial impacts on future land use are also routinely managed in the planning system through the asset protection and wider negotiations, which are common methods of protecting commercial interests which may be impacted by Nationally Significant Infrastructure Projects, including MAHPs.

7. Next steps

Modelling in respect of the LUPZs and MAHP will continue to be undertaken and be subject to sensitivity testing up until submission of the DCO application, and beyond. In the short-term, Cadent has followed its work to date by formally submitting the Project to the HSE as a MAHP via PSR notifications. Following this submission there will be an assessment of appropriate LUPZs for the Project as part of the HSE's safety review for the Project and this will trigger HSE's inspection process. Engagement with the HSE will continue throughout this period and following consenting and operation of the Project.

Industry developments continue to be progressed for hydrogen infrastructure by a number of collaborative organisations and further physical tests are planned over the next six months. This will enable the wider industry to gather more information relating to hydrogen pipelines specifically. Cadent continues to be actively involved in supporting this work, to enable it to take into account any findings before construction of the Project commences.

Cadent will provide updated results of any findings to relevant decision makers once outputs from these organisations and groups become available. This will include submitting appropriate data to the HSE as agreed. Cadent will also incorporate this data into its decision-making on routing, design, mitigation and in refining the LUPZs before submission if required.

Cadent has assessed the planning application and policy allocations for all land within the modelled LUPZs to date. This has not identified any developments which would be constrained by the Project.

If landowners or other consultees are aware of any planned developments or allocations which are not yet in the current domain, but which may be proposed during the construction or operation of the Project, Cadent welcomes this information to be provided as part of the consultation process. This will enable Cadent to consider and incorporate any required information into its application documents on submission of the DCO application.

HyNet North West Hydrogen Pipeline

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