

Appendix 15A

Stakeholder Engagement Summary

October 2024

Revision 1

Volume

Document ref.

0001

852552-WSPE-IA-ES-RP-P2-90448

1. Stakeholder Engagement Summary

1.1. Introduction

- 1.1.1. The assessment of People and Communities effects, which is reported in **Chapter 15: People and Communities**, has been informed by consultation responses, and statutory and technical engagement.
- 1.1.2. An overview of the approach to consultation is provided in the **Chapter 3: Approach to preparing the Draft ES**.
- 1.1.3. This appendix summarises the key stakeholder engagement and consultation undertaken to inform the assessment of People and Communities effects reported in **Chapter 15**. It is structured as follows:
- Scoping Opinion – summarises the key people and communities related responses to the scoping opinion and how they are addressed in the **Chapter 15**.
 - Statutory Consultation – summarises the key people and communities related responses to Stage 2 Statutory Consultation (responses to the PEIR submission) and how they are addressed in **Chapter 15: People and Communities**.

1.2. Scoping Opinion

- 1.2.1. A Scoping Opinion was adopted by the Secretary of State, administered by the Planning Inspectorate, on 08 March 2022. A summary of the relevant responses received in the Scoping Opinion in relation to people and communities and confirmation of how these have been addressed within the assessment is presented in **Table 15A.1**.

Table 15A.1 Summary of EIA Scoping Opinion responses for people and communities

Consultee	Consideration	How addressed in this Draft ES
Planning Inspectorate (PINS)	The Inspectorate is content to scope out tourism from further assessment as the area is not a primary tourist destination and magnitudes are likely to be small compared to existing recreational and amenity use.	Tourism effects are scoped out.

Consultee	Consideration	How addressed in this Draft ES
	The impacts on commercial fishing should be assessed if construction works are required within or near to the Mersey Estuary.	No construction works are proposed within the Mersey Estuary. Crossing of the River Mersey (in two locations) will be undertaken via trenchless techniques such as horizontal directional drilling or micro-tunnelling beneath the river and associated discharges to or contamination of water bodies in the Mersey Estuary are expected not to occur. No effects on commercial fishing are expected based on current construction plans and will be confirmed in the Final ES based on final designs.
	The Inspectorate is content to scope out employment effects during operation as workforce requirements, whether working locally or remotely are small compared to relevant markets.	Employment effects during operation are scoped out.
	The Inspectorate is content to scope out effects on individual economic sectors which do not directly supply the materials, equipment and services required by the Project as these are represented by wider economic effects.	Effects on individual economic sectors which do not directly supply the materials, equipment and services required by the Project are scoped out.
	The Inspectorate is content to scope out the single identified transboundary effect of increased demand for skilled labour from Ireland as the size of the	Transboundary effects are scoped out.

Consultee	Consideration	How addressed in this Draft ES
	local labour market is likely to dwarf such effects.	
	The Inspectorate is content to scope out effects on social cohesion due to the nature and scale of the expected workforce.	Effects on social cohesion are scoped out.
	The Inspectorate is content that the approach to mental health concerns arising from the use of hydrogen gas in the pipeline network is based on work the Project will undertake with health professionals as required on a case-by-case basis supplemented by targeted and general communications and mitigation programmes noting that safety is an overriding priority for the Project, the use of hydrogen is highly regulated, and public concern more generally is scoped-in.	Mental health concerns arising from the safety of hydrogen gas in the pipeline network will be addressed through responding to requests for information as they arise during construction and operation. The Project has committed to working with health professionals as required to provide information to those with substantial concerns.
Cheshire West and Chester	The ES should cover existing employment sites and employment allocations and quality of life and residential and visual amenity for residents.	The assessment considers the effects upon employment and upon local businesses in Section 15.9 with further information to be provided within the Final ES. Potential residential and visual amenity effects are considered in Chapter 8: Landscape and Visual .
	Residents in Ince and Elton, where planning conditions already exist to limit the impact of HGV movements, may be particularly	The local effects on individual locations are covered in the Draft ES. Potential traffic-related environmental effects are

Consultee	Consideration	How addressed in this Draft ES
	sensitive to any further increases.	considered in Chapter 11: Traffic and Transport .
	Reduced land available and restrictions on future use may affect the delivery of strategic development requirements for housing and employment or the provision of waste facilities, open space facilities and minerals supply. The project should not result in unreasonable restrictions for existing businesses following the 'agent of change' principle stated in NPPF paragraph 187.	Effects are expected to potentially occur in only few locations as the majority of the route within Cheshire West and Chester is within Green Belt designated land. A full assessment of effects on landowners and developers is provided in this Draft ES Section 15.9 .
Pickmere Parish Council	There may be impacts on existing business enterprises in the parish, including farm holdings, in the construction and operation phases.	Potential effects on existing businesses identified as sensitive to Project impacts within 500m of the pipeline have been considered for the construction and operation phases and are reported in Section 15.9 .
UKHSA and OHID	Health issues can be given adequate consideration in a specific section of the ES which makes proportionate reference to physical and mental health and justifies any impacts which are scoped out. It should use levels of detail that reflect National Policy Statements and address relevant guidance and standards including established advice from Public Health England.	The assessment is based on a proportionate approach in line with PINs advice to focus on issues of public concern with the context indicated by baseline levels of physical and mental health in the six local councils. The safety of the Project is also discussed in Chapter 16: Major Accidents and Disasters .
	The possible health impacts of Electric and Magnetic Fields (EMF) are not considered.	EMFs arise in specific circumstances and are not expected to arise from infrastructure related to the

Consultee	Consideration	How addressed in this Draft ES
		Project. Such effects are therefore not considered further. Further information on EMFs in relation to the Project is provided in Chapter 16: Major Accidents and Disasters.
	Vulnerable or disadvantaged populations are not comprehensively identified and should be reviewed based on relevant data including their protected characteristics, guidance from IAIA, and Indices of Multiple Deprivation.	Chapter 15: People and Communities of the Final ES will consider disadvantaged and vulnerable populations in the context of access to employment. see Section 15.5.
	A qualitative estimation of community anxiety and stress is beneficial for impact assessment of an NSIP in order to measure the public's understanding of risk from industrial development on community psychosocial wellbeing and inform mitigation measures. The estimation may draw on results of surveys, public consultation and community engagement exercises as well as refer to the specialist opinion in local authority public health teams. Relevant data includes baseline mental health indicators and quality of life indicators which are established as having links to mental health and wellbeing.	Chapter 15: People and Communities presents baseline information on the local population including on mental health (see Section 15.5) and documentary sources of expert knowledge and information on concerns related to hydrogen. The Project has also collated specific concerns received in response to consultation and engagement activities which are presented in the Stage 2 Consultation Summary Report. These provide a qualitative indication of community anxiety and stress and are the basis for the Commitment by the Applicant to appropriate health mitigation measures.
Warrington Borough Council	Job creation would be welcomed and the Warrington Employment	The Project will benefit from access to jobseekers and will include plans to work

Consultee	Consideration	How addressed in this Draft ES
	Development Team Manager can be contacted to maximise benefits for local people.	with Warrington Borough Council and other local agencies.
	There is concern over adverse impacts on residential dwellings and vehicular congestion.	These issues are addressed in the assessment of impacts arising at individual locations. Potential traffic-related environmental effects are considered in Chapter 11: Traffic and Transport whilst effects from noise are considered in Chapter 10: Noise and Vibration and visual in Chapter 8: Landscape and Visual .

1.3. Stage 2 Statutory Consultation

- 1.3.1. Stage 2 Statutory consultation took place between 12 September and 10 November 2022 in accordance with the Planning Act 2008. Prescribed and non-prescribed consultees and members of the public were consulted. Various methods of consultation and engagement were used in accordance with the Statement of Community Consultation (SoCC) including letters, website, public exhibitions, publicity and advertising in newspapers and webinar briefings.
- 1.3.2. Cadent Gas Ltd (Cadent) ("the Applicant") prepared a Preliminary Environmental Information Report (PEIR) which was publicised at this consultation stage. The Applicant sought feedback on the environmental information presented in that report. Feedback received during statutory consultation was considered by the Applicant and incorporated, where relevant into the design of the Project and its assessment and is presented in this Draft ES.
- 1.3.3. A summary of the key relevant responses received in response to statutory consultation, together with any subsequent discussions held in relation to people and communities and confirmation of how these have been considered within the assessment to date is presented in **Table 15A.2**
- 1.3.4. Technical engagement with consultees in relation to people and communities is ongoing.

Table 15A.2 Summary of Section 42 Consultation responses for people and communities

Consultee	Consideration	How addressed in this Draft ES
Acton Bridge Parish Council	Concern that construction of the pipeline close to Vale Royal Falconry would prevent the business from being able to operate.	Since statutory consultation, changes have been made to move the pipeline route further away from the active areas of the falconry centre.
BNP Paribas Real Estate UK for Royal Mail	Concern about the impact on the project on the performance of Royal Mail and subsequent government penalties for breaking its Universal Service Obligation.	The impact on traffic from the proposed works, whether for Royal Mail or others, is assessed within ES Chapter 11: Traffic and Transport . This assesses the potential for significant effects upon the highway links (roads), which will be used to access the construction areas. Mitigation measures are identified in the Appendix 11 B Draft Outline Construction Traffic Management Plan . However, the temporary nature of construction works and the highway crossing designs, which are designed to minimise disruption to third party traffic on the main road network can be expected to keep any specific issues for Royal Mail to a minimum. Should there be any specific locations where Royal Mail have concerns over the proposed works, the Applicant would welcome further discussions. For example, the CTMP could include giving notification of works to specified local businesses ahead of Project activities in their area.
Cheshire West and Chester Council	Winnington Works - The proposed 'Northwich Spur' crosses and terminates within the Northwich Regeneration area as identified by LP2 Policy N2. B (Winnington Works (TATA) and Northwich Neighbourhood Plan	The DCO application no longer includes a connection/spur to Tata Chemicals Europe so the proposed Northwich Spur (from the Central Hub to Anderton/Winnington) has been removed from the scheme.

Consultee	Consideration	How addressed in this Draft ES
	2018 under Policy HOU4 (Winnington Works). It is noted that these policies are omitted from the PIER and should be acknowledged in any subsequent application and supporting ES. The pipeline crosses and bisects the application site of a mixed-use development, within the above Northwich Regeneration Area, and which remains undetermined by the council. (Application no. 21/050709/OUT... It is important that the supporting ES take into account future development which is likely to come forward and allow for any necessary mitigation and routing options.	
Cheshire West and Chester Council	The Councils Policy team have provided detailed comments on the content of [PEIR] Chapter 15 relating to economy and tourism (Appendix A). Amongst their raised matters is a question over the low visitor numbers in the data (table 15.10), as well as concerns relating to scoping out impacts from tourism in Cheshire West especially during the construction on routes to certain destinations including Cheshire Oakes and Chester Zoo (Table 15.16).	The data is from an authoritative and commonly used source (Visit England) for a period without effects of Covid-19. Updated information is provided within the Draft ES, where available.
Cheshire West and Chester Council	The potential changes in the HSE Land Use Planning (LUP) risk categorisation should be considered in relation to nearby employment or housing development and future allocations.	The potential effects upon adjoining land uses are considered in Chapter 15: People and Communities and further information on LUP is provided within Appendix J to the Consultation Summary Report.
Cheshire West and Chester Council	Further to the [PEIR] Chapter 12 ground conditions, comment is provided by the Councils	Ground instability risks will be managed as part of appropriate design of the Project.

Consultee	Consideration	How addressed in this Draft ES
	Communities and Engagement service in respect the impacts of the pipeline crossing an area called Bostock Green which lies between Moulton and the A530. This area has unique complex geology and ground conditions which may have a high risk of subsidence and instability due to the geographical structure of the Brine fields, hidden caverns and underground water courses.	Assessment of brine subsidence is being undertaken to support this process and a copy of the assessment will be included as an appendix to Chapter 12: Ground Conditions . Engagement with the compensation board will be undertaken in parallel with statutory consultation.
Cheshire West and Chester Council	The pipeline has the potential to impact upon public access to open space and rights of way. Comments in relation to PROW are provided above under Chapter 11. During construction the pipe route would affect access to the Anderton Nature Park an area of designated Open Space. Consideration should be made of this restriction, even whilst temporary, and any mitigation incorporated into the CEMP.	The DCO application no longer includes a connection/spur to Tata Chemicals Europe so the proposed Northwich Spur (from the Central Hub to Anderton/Winnington) has been removed from the scheme. Measures to mitigate the impact upon PROWs are set out within the Appendix 11C: Draft Outline PROWMP which will be secured via a DCO requirement.
Cheshire West and Chester Council	LUP restrictions have the potential to impact on the expansion of existing land uses as well as future developments. Any resulting social or economic impacts should be considered within People and Communities (Chapter 15).	The potential effects arising from major accidents and hazards is considered within the Chapter 16: Major Accidents and Disasters of the Draft ES whilst further information on LUP is provided within Appendix J to the Consultation Summary Report .
Cheshire West and Chester Council	[PEIR] Map 14.2 – This should also include Hayrack Church Farm visitor attraction and the Sandstone Ridge / Trail. Both of these are outside the order limits but are shown within the tourism study area (blue hatched area).	Hayrack Church Farm Park sits on the edge of the Draft Order Limits partially within the 500m of the buffer to the Project and will be reviewed for impacts on business in the Final ES People and Communities chapter.

Consultee	Consideration	How addressed in this Draft ES
Cheshire West and Chester Council	[PEIR] Chapter 15, Table 15.3 scopes out transboundary effects with Ireland. Transboundary effects with Wales should be considered.	Chapter 3 provides further guidance upon what constitutes transboundary in EIA terms. They are effects that would affect the environment in a State within the European Economic Area (EEA). As stated in the Scoping Opinion for the Project provided by the Planning Inspectorate, ID 2.2.4, <i>“the [Planning] Inspectorate considers that the potential for significant transboundary effects on the environment is unlikely given the nature, scale and location of the Proposed Development”</i> . Transboundary effects are therefore not considered further in the EIA for the Project.
Cheshire West and Chester Council	[PEIR] Chapter 15, Table 15.10, page 39 – the visitor numbers for CWaC are a lot lower than we report on our CWaC dashboard, from STEAM trend report data. Our data indicates in 2019 visitor numbers for the borough were 37.14 million visitors, which reduced to 20.1 million visitors in 2020 Culture and tourism Cheshire West and Chester Council (whereas the PEIR table suggests 890,000). It is not clear why there is such a large difference in the figures.	The data is from an authoritative and commonly used source (Visit England) for a period without effects of Covid-19. Updated information is provided in the Draft ES, where available.
Cheshire West and Chester Council	[PEIR] Chapter 15, Table 15.14. This shows people and communities receptors and as such, this should also cover the impact on residential communities (e.g. Elton, Ince, Northwich etc) where there may be amenity impacts, unless this is covered in another chapter of the PEIR.	The potential impacts and mitigations in regard to services, infrastructure and amenities affecting residents and businesses, are considered within the Chapter 15: People and Communities of the Draft ES.

Consultee	Consideration	How addressed in this Draft ES
Cheshire West and Chester Council	[PEIR] Chapter 15, Table 15.16 scopes out tourism on PINS advice. However, there are differences in tourism across different Local Authority areas. Whilst it is mainly business tourism in other areas, this is not necessarily the case for CWaC where we have high visitor numbers. The A5117 from J14 of the M56 is a key alternative route for traffic to Cheshire Oaks and Chester Zoo, both of which are major visitor destinations. There may be some travel disruption during construction, which could impact on visitor travel, and this should be taken into account.	The Planning Inspectorate agreed that the potential for effects upon tourism during either the construction or operation of the Project could be scoped out of the environmental assessment (Scoping ID 3.11.3). Indirect effects upon key tourist destinations are minimised for example through the control of construction vehicle routes and via the implementation of the Construction Traffic Management Plan (Appendix 11B) .
Cheshire West and Chester Council	[PEIR] Chapter 15, Table 15.10.2 – it isn't clear whether the job numbers referenced are specific to this part of the project (i.e. the hydrogen pipeline) or the wider HyNet scheme.	There is no Table 15.10.2 in the PEIR. Paragraph 15.10.2 of the PEIR reports on analysis undertaken by the University of Chester in relation to estimates for impacts on the economy. The analysis by the University of Chester is not included in this Draft ES and a source of Project employment data has been presented.
Cheshire West and Chester Council	[PEIR] Chapter 15, Table 15.18 and 15.19 groups all six local authorities together. It would be helpful if the numbers could be disaggregated to Local Authority level (CWA) to understand the potential effects in each area. What is the base data for the nomis employment numbers? This is required to be able to check the assumptions for the CWA area.	Table 15.18 and 15.19 in the PEIR have been updated with Table 15.19 in the Draft ES which presents the project employment data compared to the local market. The workforce is not disaggregated as employees may be sourced from the local market considered to be represented by the combined six councils.
Cheshire West and Chester Council	[PEIR] Chapter 15, para 15.10.23 states "the majority of the Project is planned to be implemented on green belt land...." On map 2.17 it	The material storage areas are temporary construction activities and a description is provided of these in Chapter 2: The Project .

Consultee	Consideration	How addressed in this Draft ES
	shows 'material storage areas' within the green belt. Information should be provided about these material storage areas and any impact on green belt.	The Project will restore Green Belt land after temporary activities related to construction of the pipeline infrastructure, construction compounds and material storage locations to a condition that minimises impacts on amenity uses. The effects are considered to be minor in a general context where Green Belt land is not completely undeveloped and changes are temporary. Consideration of the effects upon the Green Belt resulting from the placement of HAGIs and BVIs is provided within the Green Belt Assessment which accompanies the Design and Evolution Report 2024 .
Cheshire West and Chester Council	[PEIR] Chapter 15, para 15.10.29 – it is important to consider the cumulative effects where the pipeline is located close to other COMAH installations or within established HSE zones.	Chapter 16: Major Accidents and Disasters identifies existing COMAH sites and provides additional commentary on HSE zoning.
Cheshire West and Chester Council	[PEIR] Chapter 15, para 15.10.30 – this identifies that green belt will be restored to a condition that minimises amenity impacts. Amenity isn't a purpose of greenbelt. NPPF para 137 and 138 identify that the essential characteristics of the green belt is openness and permanence. We agree with the need to minimise amenity impacts, but in addition it should not erode the functions or qualities of green belt land or have a negative impact on the purposes of including land within the green belt.	Consideration of the effects upon the Green Belt resulting from the placement of HAGIs and BVIs is provided within the Green Belt Assessment which accompanies the Design and Evolution Report 2024 .
Cheshire West and Chester Council	[PEIR] Chapter 15, table 15.20 – this covers individuals and communities travel needs and	The Draft ES Chapter 15 People and Communities has considered the spatial extent of

Consultee	Consideration	How addressed in this Draft ES
	business markets. It should also consider the effect on established business operations (e.g. Encirc, Thornton, Essar) and the cumulative impacts alongside other construction activity (such as that ongoing at Protos).	the pipeline network taking into account businesses identified which might be affected by project activities and information in the public domain is considered sufficient for firms with particular concerns to contact the Applicant directly to indicate any additional effects.
Cheshire West and Chester Council	[PEIR] Chapter 15, table 15.1, page 7 refers to policies from the Cheshire West and Chester Local Plan. Reference to 'Strat 1' should be 'STRAT 1' and on page 8 reference to 'Strat 11' should be 'STRAT 11'. It should also consider policies ENV 7 (as this refers to alternative energy supplies and considers impacts on residential amenity, noise, air, water, highways and health) and SOC 5 (as this relates to health and wellbeing).	References to 'Strat 1' and 'Strat 11', have been amended to 'STRAT'. Policies ENV 7 and SOC 5 have been considered and included in Table 15.1 .
Cheshire West and Chester Council	[PEIR] Chapter 15, table 15.1, page 8 refers to 'Impact on residential Amenity (DM4)' – this should refer to 'DM 2 Impact on residential amenity' and 'DM 4 Sustainable construction'. Policy DM 4 is in the Cheshire West and Chester Local Plan (Part Two) and this should be referred to in footnote 7 as well as the Local Plan (Part One).	The table has been amended to include a row for the Local Plan (Part 2). DM2 has been removed under Local Plan Part 1 and placed under Part 2. Both documents have been referenced within the footnotes. A summary of policy DM4 has also been included under the Local Plan Part 2.
Cheshire West and Chester Council	The proposed pipeline runs through the regeneration area identified in the Local Plan (Part Two) policy N 2.B – Winnington Works. The site is identified for the redevelopment of the Winnington Works (TATA) site for a mix of uses including residential, employment and community infrastructure.	The DCO application no longer includes a connection/spur to Tata Chemicals Europe so the proposed Northwich Spur (from the Central Hub to Anderton/Winnington) has been removed from the scheme.

Consultee	Consideration	How addressed in this Draft ES
Cheshire West and Chester Council	[PEIR] The proposed pipeline route crosses areas covered by the following made neighbourhood plans - Helsby, Cuddington Parish, Whitegate, Winsford, Moulton, Davenham and Whatcroft, Hartford, Northwich. It also crosses areas covered by neighbourhood plans that are currently being prepared at Frodsham, Ince and Comberbach.	Noted. The Project no longer crosses areas covered by Northwich and Winsford Neighbourhood Plans, or Comberbach Neighbourhood Plan. Ince Neighbourhood Plan has been adopted since Statutory Consultation.
Cheshire West and Chester Council	[Construction]: Meaningful commitments need to be secured to ensure the two schemes combine measures to support the local education curriculum, developing skills and maximising sustainable employment opportunities for businesses in the area and of the labour market.	An assessment of cumulative (inter-project) effects is included in Section 15.10 within Chapter 15: People and Communities. The assessment considers all elements of the Hynet North West Hydrogen Project, other elements of the Hynet scheme and also other relevant developments. Note that HS2 north of Birmingham has been dropped. This assessment will consider how the impacts from all identified projects will interact and possibly effects receptors and residents. The Project has considered the provision of training and development of skills with specialist providers.
Cheshire West and Chester Council	[Construction Period:] Although Hynet and HS2 are distinct schemes, the public (and businesses) need to be able to be able to have a fully inclusive understanding of the combined impacts (and opportunities) and phasing of these schemes in geographical areas common to both schemes. People need to be able to understand the impacts on their day-to-day activities and how impacts on their health and wellbeing will be managed. Being	An assessment of cumulative (inter-project) effects is included in Section 15.10 to Chapter 15 : People and Communities. The assessment considers all elements of the Hynet North West Hydrogen Project, other elements of the Hynet scheme and also other relevant developments. Note that HS2 north of Birmingham has been dropped. This assessment will consider how the impacts from all identified

Consultee	Consideration	How addressed in this Draft ES
	able to know the timelines for when, and what information will be available, along with what elements they can influence, will significantly help to ease anxiety and avoid un-necessary speculation. This requires joint production of information material about both schemes, in formats that can be easily understood using a range of communication platforms.	projects will interact and possibly effects receptors and residents.
Cheshire West and Chester Council	[Construction Period:] Assessment and determination of mitigation measures for the construction impacts need to be made on a combined basis. The scheme promoters will need to agree cost apportionment and opportunities for any consequential financial efficiencies should be invested in additional local community benefits	It is understood that HS2 is not proceeding north of Birmingham. The Applicant is considering its approach to community benefit provision.
Davenham Parish Council	Local Business Eaton Lane farm is a working farm, that farms cattle and sheep and grows potatoes and corn on the cob etc i.e a 24/7 business There is an agricultural groundworks business on the lane, 7am-7pm There is a small caravan site at the bottom of Eaton Lane, 24/7 business Horses are stabled in a paddock at the bottom of the lane, 24/7 access therefore required The old farm house was converted into 6 maisonettes, all occupied 24/7 access required	The Applicant has given due consideration to the use of Eaton Lane which it recognises as being one which is sensitive to traffic. There are very few access points to enable the Applicant to get to land west of Eaton Lane to allow it to construct the pipeline across the Weaver Navigation, however all HGV traffic with the exception of that delivering the trenchless crossing equipment will now be routed from an access off the A533. The Applicant therefore proposes to limit the type and number of vehicles that would use the Lane. The Applicant's CTMP will also put in place measures to mitigate the effects of traffic.

Consultee	Consideration	How addressed in this Draft ES
Davenham Parish Council	Community Eaton Lane has a number of young families with young children 4 - 9 year olds who are currently safe to play and cycle on the lane The Lane is a public right of way and used daily by numerous families, cyclists, runners, walkers, dog walkers etc Eaton Lane would be severely impacted for between 6 - 8 weeks during the heaviest period of the construction phase, which would have an impact on the day to day activities of all residents re school runs, work, leisure etc.	Eaton Lane will not be used for HGVs other than for the delivering of trenchless crossing equipment (see above). Traffic will be managed in accordance with the Outline CTMP and Outline PRowMP.
Dunham Massey Parish Council	Local residents' homes and well being will be blighted in terms of the impact of the development on the local landscape, the disruption and damage caused during construction. A particular cause for concern is the potential increase in the volume of traffic (potentially including heavy wagons) coming through Dunham Massey as a result of the pipeline construction. Dunham Massey consists of mainly narrow country roads which are already struggling to cope with the existing volume of traffic.	The construction traffic will be for a temporary period and the operational traffic will be negligible. Section 7 of the Outline CTMP (Appendix 11B) establishes that mitigation measures and traffic management will be implemented the details of which will be discussed with the relevant highway authority.
Dunham Massey Parish Council	Dunham Massey and adjoining areas comprise valuable agricultural land which will be negatively impacted by the construction of the pipeline. The scale of the pipeline construction and the timescale involved will result in land that is currently used for agriculture being unusable during the time of the	The Project will adopt working practices which minimise disruption taking account of the needs of agricultural businesses. Where landowners or agricultural businesses are affected and suffer losses as a result of the temporary occupation and construction Cadent will pay reasonable compensation for

Consultee	Consideration	How addressed in this Draft ES
	construction which could run for several years. This will jeopardise the viability of local farming and other businesses. It will also threaten the habitat of local wildlife.	evidenced disturbance and losses.
Forestry England	HY645 MS395924/MS455515 SJ 5210 9069 Sutton Manor Land to the east of Jubits Lane The preliminary order limits (the red line on the consultation map) is either side of the road. We don't think we have a recreation path along this edge of the road. However, it does lead up to our access road in to Sutton Manor and a pathway which is located to the south of the electricity substation. Sutton Manor is a well-used and popular recreation site for a number of visitors and well as providing a source of timber. Therefore, we must ensure that we have vehicle and pedestrian access required at all times. Also, any traffic slowing measures or road closures will have a significant impact on visitors coming from the south or the motorway to get to St Helens	Access to Sutton Manor Woodland will be maintained.
Gladmans	From a general amenity perspective, the proposed route is considered no more sensitive than other stretches where residential development fronts or access the public highway. It is noted that across the proposed pipeline network there are several examples where the pipeline follows a public highway onto which residential properties face or obtain access to the road network, and that Cadent are looking closely at how to minimise construction impacts on local people.	Impacts on people and communities from construction of the proposed Project are identified in the Draft ES Chapter 15: People and Communities section 15.9.

Consultee	Consideration	How addressed in this Draft ES
Innova Renewables Limited	Concern that the proposed development would undermine the viability and delivery of a proposed solar farm and energy storage project in Aston	The alignment of the proposed pipeline has been amended to run along the northern boundary of the proposed solar farm whilst the Draft Order Limits have been reduced in width.
National Farmers' Union	Request for greater engagement with landowners and occupiers affected by the scheme to discuss impacts on farming businesses	Cadent will continue to engage with landowners.
National Trust	As noted above, Dunham Massey currently receives in the region of 800,000 visitors each year, many of whom are dispersed among the wider estate, on the dense network of public rights of way (PROW) and local roads. Visitor numbers are forecast to increase further to 1 million by 2025 following a number of initiatives to encourage people to connect with the wider landscape. The Trans Pennine Trail dissects the Warburton HAGI search area, whilst Cheshire Canal Ring Walk extends to the south of the Warburton HAGI search area and within the East Corridor.	The Applicant has met with the National Trust to discuss its proposals and the route of the pipeline. Subsequent to statutory consultation the width of the Draft Order Limits has been reduced, particularly to the east (towards the Dunham Massey Estate).
Peel L&P	Peel provided three papers setting out Peel's position on the Project and objected to the Project. These papers included 1) main representations which included the identification of Peel assets to be affected by the Project, 2) Socio-economic impact report quantifying the north west economic and social benefits that could be at risk due to the pipeline route, and 3) Technical Assessment which concerns the route and engineering, and includes a suggestion of alternatives.	Since statutory consultation, further discussion have taken place with Peel and other landowners, regarding their assets and future development potential. Changes have been proposed to the proposed pipeline or access routes to minimise the potential for any effects, such as the site of the former Fiddlers Ferry Power Station is now avoided by the project whilst the SWUE is not an allocation in the adopted Warrington Local Plan. These changes will reduce the potential for adverse economic effects

Consultee	Consideration	How addressed in this Draft ES
	A summary of the issues raised by Peel L&P include: • The proposed development will not enable Peel assets to deliver social and economic benefits to the region; • The draft allocation for FFPS was not considered within the proposals represent a significant omission and has related implications for the assessment of the socio-economic effects of the development; • Concern about the potential socio and economic benefits that could be lost as a result of the current pipeline route; • That the proposed HyNet Pipeline route will impede the delivery of new homes and commercial space for businesses, leading to a range of significant social and economic benefits being foregone; and • Concern that the proposed HyNet Pipeline route will impede the delivery of new homes and commercial space for businesses on sites under the ownership of Peel along with wider impacts on other third party land across the proposed route, leading to a range of significant social and economic benefits being foregone.	overall. A final consideration of the economic effects of the Project will be reported in the Final ES.
Pennington	After reading documentation provided to us in relation to the proposed Hynet project, we have a number of significant concerns both regarding the immediate health and safety of our staff members, clients and local residents and the impact this will	The consideration of potential impacts on local businesses is considered within the Draft ES Chapter 15: People and Communities Section 15.9. This includes any issue identified as relevant, including matters such as air quality, noise, traffic and

Consultee	Consideration	How addressed in this Draft ES
	have on our business operations on a day-to-day basis. Firstly, as a local organisation that employs over 129 people and accommodates 50 members of staff at our Norcott Brook office, we feel that any implemented one-way system to accommodate a large increase in HGV traffic will cause a significant health and safety risk. A proposed 535.5% increase in HGV volume, paired with tight country lanes and 50 members of staff commuting into our office offers a potentially dangerous scenario	how these may affect health and safety.
Pennington	As a result, we suggest that there is a careful reassessment of the viability of RN13, and the proposed approaches to delivering the project within the local area. We request that the impact on local business, including our own, as well as the safety concerns of our staff, clients and local residents are taken into due consideration when assessing the feasibility of the project.	The Project does not propose to access the construction working area along Grimsditch Lane with vehicles accessing the working area from Higher Lane. Access will remain available along Higher Lane however access will also be available from Tarporley Road, Grimsditch Lane.
Pennington	Finally, there appears to be no prescribed timeframe for these works, meaning that our business productivity and efficiency is potentially exposed for an unconfirmed amount of time. We are concerned that under the current plans we will have to bear significant costs relating to fuel and an increase in our surveyor/analysts working time being spent in congested traffic rather than delivering our services.	The Project will adopt working practices which minimise disruption including effects on transport. For example the DCO application includes a Construction Traffic Management Plan. This sets out the measures that will be taken to minimise disruption during construction. The final, detailed plan will be agreed with the relevant local authorities before construction can commence. Traffic will not access the working area from Grimsditch Lane, instead using Tarporley Road to access the

Consultee	Consideration	How addressed in this Draft ES
		working area where the pipeline is proposed to cross the A49, to the south.
Rugby Football Union	Rugby Football Union (RFU) The RFU and the Moore RUFC were not aware of the proposal. As the proposal does not directly affect the use of the rugby union club site the RFU finds the proposed acceptable. Further comments made by the RFU include a possible requirement for temporary mitigation along the North Eastern perimeter of the rugby club site whilst work takes place, with a potential requirement for a ball strike risk assessment and associated fencing, if required, to prevent rugby balls landing in the proposed work area	This comment is noted. The Project would be approximately 1km to the east of the rugby club and separated from it by a railway line. The Applicant does not consider that there is the potential for ball strike.
Sport England	Suggestion for consultation with the Football Foundation and Football Association and associated clubs which may be impacted. Suggestion for consultation with England and Wales Cricket Board and Barnton Cricket Club to discuss construction impacts and mitigation measures	Ongoing design work has removed options within the project design which could have impacted on a number of sports clubs. Discussions with affected golf clubs are ongoing directly, and England Golf have been engaged and will be consulted further as required. A Golf Club Impact Assessment will be prepared to support the Final ES. Draft ES Chapter 14: Land Use has used Sport England's Active Places Power website to inform the baseline receptors. The locations where football may be affected by the Project outlined by Sports England (Warrington Town FC, Moore Lane, Fiddlers Ferry Sports Club, Rainhill High School and Albert Fellows Park) have been identified as receptors and

Consultee	Consideration	How addressed in this Draft ES
		assessed in Draft ES Chapter 14: Land Use. The Project no longer proposes to serve Tata Chemicals so the proposed Northwich Spur (from the Central Hub to Anderton/Winnington) has been removed from the scheme.
Trafford Council	Concern that the construction of the project will cause disruption to local businesses, land owners and farmers which should be identified and mitigated for, or compensated	The Project will adopt working practices which minimise disruption taking account of the needs of directly affected businesses. This will include not restricting access wherever reasonably possible. Where businesses are directly affected and suffer losses as a result of the temporary occupation and construction Cadent will pay reasonable compensation for evidenced disturbance and losses.
Trafford Council	Suggestion that a package should be proposed to demonstrate social value for Carrington, Partington and Dunham Massey	The assessment identifies impacts and mitigation is developed. The Applicant is considering its approach to community benefit provision.
Trafford Council	Suggestion that the Project should make links with schools and colleges across the North West and provide apprenticeships and training	The assessment identifies impacts and mitigation is developed. The Applicant is considering its approach to community benefit provision.
Trafford Council	Suggestion that the Project should support local communities and add social value	The people and communities assessment covers impacts on social values for local communities and wider impacts from the access it provides to training and employment opportunities and safeguarded jobs in clean industry. The Applicant is considering its

Consultee	Consideration	How addressed in this Draft ES
		approach to community benefit provision.
Trafford Council	Suggestion that the Project could make contributions to Trafford Council for impacts to the community as a result of the Project	The Project will bring benefits to the community through enabling decarbonisation of local industry and preserving associated employment demand. The Project will also provide opportunities for direct employment and contribute to the local economy. These benefits make up a significant part of the overall impacts of the Project.
Turley for Frodsham & District Wildfowlers Club Ltd	Objection to the project due to its adverse impact on the ability of Frodsham and District Wildfowlers Club to provide outdoor recreation opportunities	Following statutory consultation the Applicant reviewed the potential land take in the area referred to. It chose to adopt the HAGI option which was on the south eastern side of the M56, away from this land and amended the location at which it would cross the Weaver Navigation, again to avoid the land in question. As a result, the potential land take is substantially smaller. Furthermore, once the pipeline is in place, the activities referred to can continue unaffected.
Warburton Parish Council	Several agricultural businesses will be adversely affected and some consider that the damage to their businesses will be irrecoverable given the timescales envisaged for the development.	The Project will adopt working practices which minimise disruption taking account of the needs of agricultural businesses. Where landowners and their businesses are affected and suffer losses as a result of the temporary occupation and construction Cadent will pay reasonable compensation for evidenced disturbance and losses.
Warburton Parish Council	Concern that local communities affected by construction of the proposed development will not benefit from it	The contribution of the Project includes direct employment and jobs safeguarded in businesses needing clean energy.

HyNet North West Hydrogen Pipeline

Delivering clean growth

Cadent
Your Gas Network