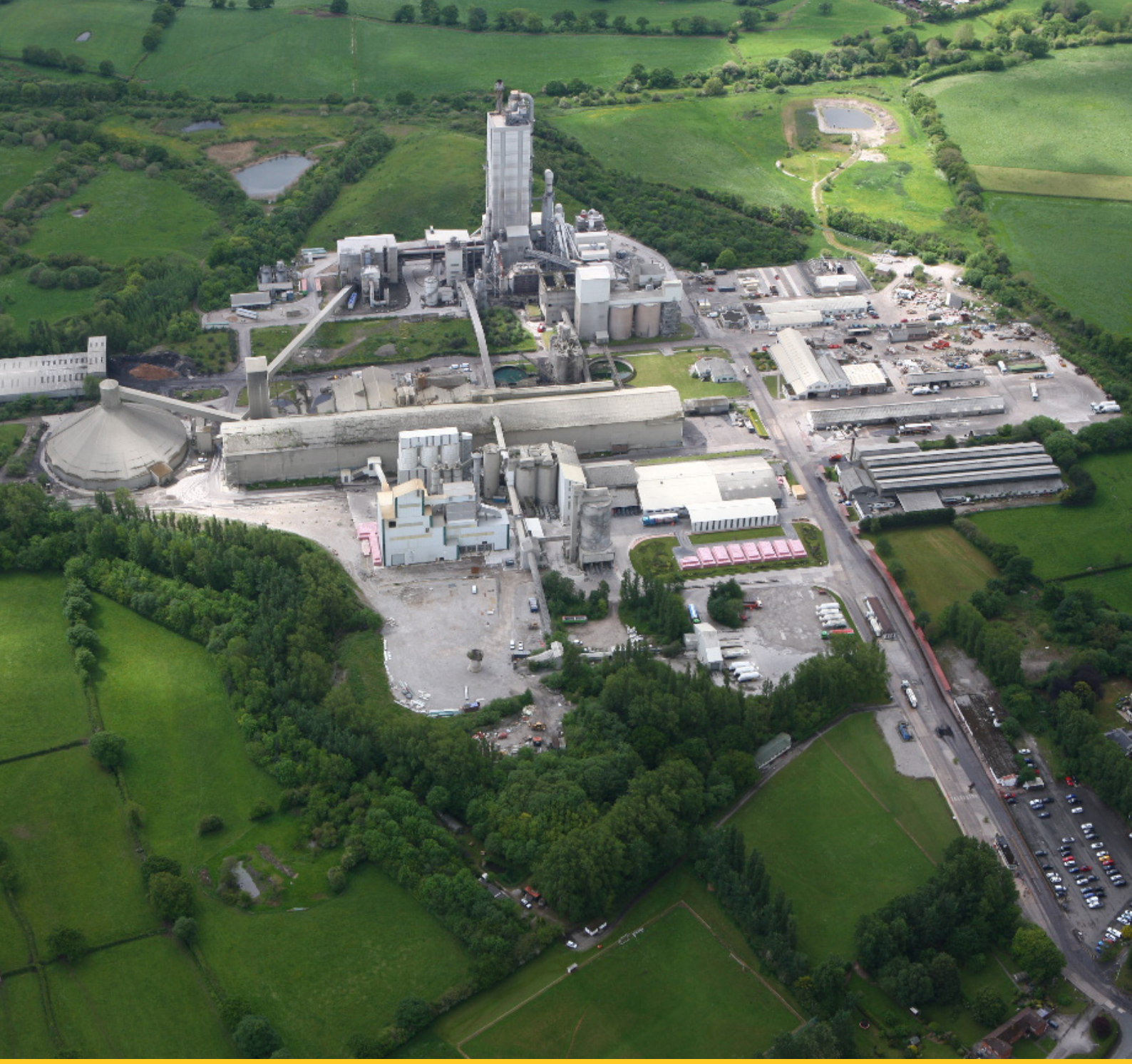

Padeswood Carbon Dioxide Spur Pipeline Proposed Development

Statutory Pre-Application Consultation
26 March to 29 April 2025

eni

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About Liverpool Bay CCS Limited

Liverpool Bay CCS Limited (LBCCS), a member of the Eni SpA group, is leading the development of the Padeswood Carbon Dioxide (CO_2) Spur Pipeline Proposed Development.

LBCCS is developing a CO_2 transportation and storage system that will serve the HyNet industrial decarbonisation cluster by transporting the CO_2 from capture plants at existing industrial sites and storing it safely in depleted natural gas reservoirs under the seabed in Liverpool Bay.

As the Transport and Storage (T&S) operator, LBCCS owns and operates the existing infrastructure at Liverpool Bay and will be the applicant that submits the future planning application.

LBCSS works with hard-to-abate industries to unlock a low-carbon future for the region by transporting CO_2 from capture plants across north Wales and the north west of England, through to safe and permanent storage beneath Liverpool Bay. CO_2 will be stored in depleted reservoirs that have held natural gas for millions of years, supporting economic growth and helping the UK reach its net zero objectives.

About the Proposed Development

In order to begin rapid decarbonisation, we must work quickly to reduce harmful carbon emissions from local industry and to clean up air quality in the region using carbon capture and storage (CCS).

The Padeswood Carbon Dioxide Spur Pipeline Proposed Development is part of a leading industrial decarbonisation project that aims to tackle CO_2 emissions and support economic growth in north Wales and the north west of England. It will connect to the HyNet Carbon Dioxide Pipeline, a Nationally Significant Infrastructure Project which was granted a Development Consent Order (DCO) by the Secretary of State for Energy Security and Net Zero in March 2024.

The Spur Pipeline Proposed Development would transport CO_2 from the new carbon capture plant at the Heidelberg Materials UK cement works in Padeswood, to the HyNet Carbon Dioxide Pipeline at Northop Hall.

This consultation

Liverpool Bay CCS Limited is consulting with you about its plans for the Padeswood Carbon Dioxide Spur Pipeline Proposed Development.

This brochure provides an overview of the plans and the studies which have shaped the proposals so far. It also provides information about why these plans are being developed and the anticipated timeline for the Proposed Development.

The views of the community are important to us and will be considered as we finalise the plans ahead of submitting the planning application. You can share your feedback by:

Visiting the project website: hynethub.co.uk
Submit your feedback on our online feedback form.

Sending an email to: hello@hynethub.co.uk

Sending written feedback to our freepost address: **Freepost LBCCS**

We welcome all feedback and any questions you might have about the project.

You can write to us or send us a hard copy of the feedback form. These will be made available at consultation events, or you can print from our website and complete by hand if preferrable. You don't need a stamp to send comments to us.

If you would prefer a hard copy of the consultation materials, or if you require these in different formats such as Welsh language, braille or large print, please contact us.

Carbon Capture and Storage Technology

As part of the project delivery for a carbon capture and storage (CCS) system to serve the HyNet industrial cluster, three spur pipeline developments are proposed to connect to the HyNet Carbon Dioxide Pipeline.

Through this system, the Padeswood Spur Pipeline Proposed Development will allow for CO_2 to be safely transported between the Heidelberg Materials UK cement works in Padeswood (a selected industrial emitter of CO_2) and the CO_2 storage facilities in Liverpool Bay.

Why is CCS needed?

CO_2 released into the atmosphere is a major cause of climate change. Reducing CO_2 emissions into the atmosphere is an essential part of managing our climate emergency.

In response to climate change, the UK Government has established a net zero emissions target. This means that by 2050, any CO_2 emissions to the atmosphere must be offset by equivalent emissions removal. International and domestic environmental agencies, including the Intergovernmental Panel on Climate Change[1] and the Committee on Climate Change in the UK[2] consider CCS to be vital in achieving these targets.

Some industrial processes produce a huge amount of CO_2 that is currently released to the atmosphere. To meet the UK's targets, we need to significantly reduce these emissions. CCS is a vitally important process, particularly for industries like cement, which find it hard to lower their carbon emissions. These are known as 'hard-to-abate' industries, as CO_2 is a byproduct of their manufacture. Capturing CO_2 at the source of production at these industrial sites enables their operations to continue while reducing their carbon footprint, safeguarding industry jobs in the process and enabling the UK's transition to net zero emissions.

How it works

CCS is a safe and proven technology that can capture and store up to 95% of CO_2 emissions produced in industrial processes.

Step one: Install the technology that will capture the CO_2 emissions at the industrial plant, in this case the Heidelberg Materials UK cement works in Padeswood. This step is outside the Padeswood Spur Pipeline Proposed Development as Heidelberg Materials UK is responsible for the capture plant.

Step two: The CO_2 is then transported via a pipeline from the industrial plant to the Northop Hall AGI where it connects to the HyNet Carbon Dioxide Pipeline. **This is the step we are applying for.**

Step three: From the Northop Hall AGI, the CO_2 is transported via the HyNet Carbon Dioxide Pipeline to be stored deep beneath the seabed in carefully selected offshore sites. These storage sites are depleted natural gas fields beneath Liverpool Bay, which have previously held natural gas securely for millions of years.

CCS is a well-established technology that has captured and stored CO_2 from industrial processes in Europe since 1996. There are currently over 40 operational CCS projects worldwide and we are working with the international CCS community to share key results and lessons learned on other large-scale CCS projects. We are making use of these valuable insights from international best practice as we develop our proposals.

In the UK, CCS is regulated by the UK Government's Department for Energy Security and Net Zero (DESNZ) and we are working closely with them to ensure that our CCS projects comply with their standards.

View of the Point of Ayr Terminal

1 Intergovernmental Panel on Climate Change (2022). Climate Change 2022: Mitigation of Climate Change. Available at https://www.ipcc.ch/report/ar6/wg3/downloads/report/IPCC_AR6_WGIII_FullReport.pdf (accessed 30/10/2024)

2 Committee on Climate Change (2019). Net Zero Technical report. Available at https://www.theccc.org.uk/wp-content/uploads/2019/05/Net-Zero-Technical-report-CCC.pdf (accessed 30/10/2024)

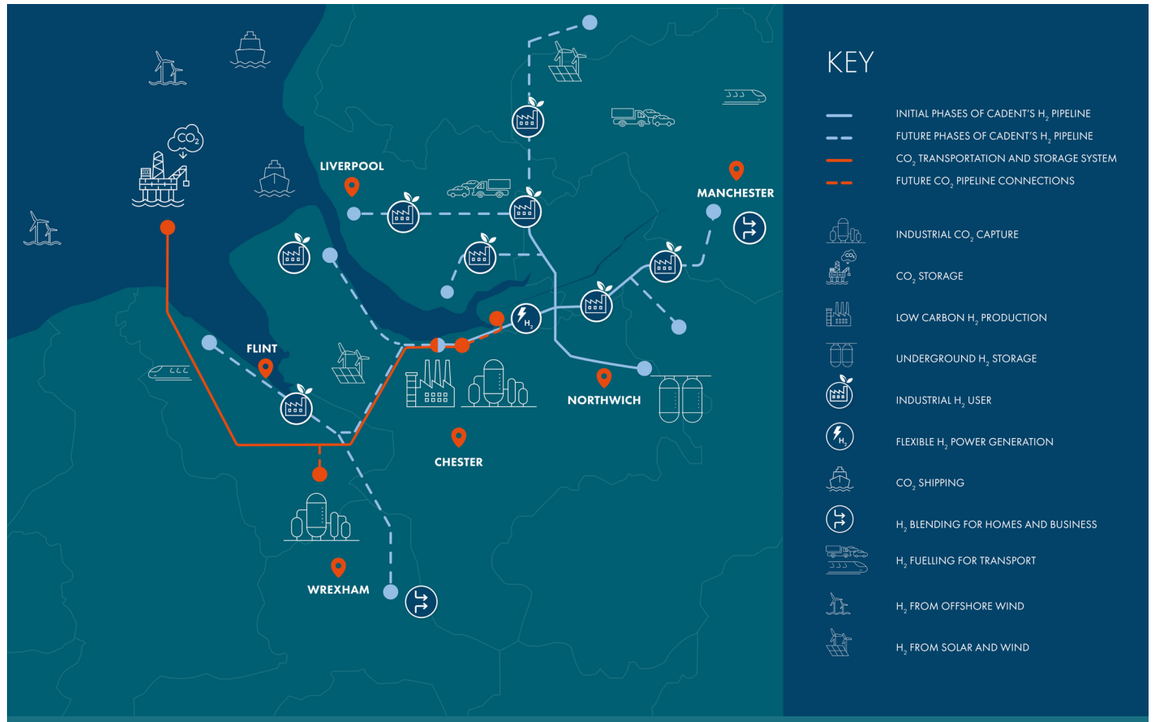
About HyNet North West

The HyNet industrial decarbonisation cluster represents a collection of world-leading organisations coming together to build a game-changing energy project. It aims to reduce carbon emissions from industry and support growth in north Wales and the north west of England in the UK's challenge to meet net zero carbon emissions.

It will provide carbon capture, transport and storage with the potential to reduce CO_2 emissions from industry by up to 10 million tonnes every year in the 2030s – the equivalent of taking four million cars off the road. It will also deliver a low-carbon hydrogen network that will produce, store and distribute hydrogen to decarbonise north Wales and the north west of England.

Liverpool Bay CCS Limited will be the CO_2 transport and storage operator to serve the HyNet industrial cluster. The project's aims and principles for the transportation and storage of CO_2 have been backed by the Government's Department of Energy Security and Net Zero (DESNZ).

More information about the wider HyNet North West project can be found at **hynet.co.uk**



The HyNet Carbon Capture and Storage infrastructure includes:

- Facilities to capture CO_2 emissions
- Pipelines to transport CO_2 emissions to permanent safe storage
- Storage in depleted gas reservoirs offshore in Liverpool Bay

Further HyNet elements include:

- Low-carbon hydrogen production plants
- A hydrogen pipeline network
- Salt caverns in which hydrogen can be stored

The story so far...

The UK Government understands that to successfully tackle climate change all parts of the economy must decarbonise and become greener, including heavy industry.

The Government identified HyNet as one of two 'Track-1' clusters in October 2021. At present, four capture plants have been identified as part of the HyNet Cluster. These Track 1 emitters are:

- The Heidelberg Materials UK cement works at Padeswood
- The EET Refinery in Stanlow
- Encyclis' Energy Recovery Facility in Ince
- The Viridor Energy from Waste Facility in Runcorn

A 'Track 1 Expansion' process is currently underway for UK Government to determine which other emitters will become part of the network as the cluster expands.

North Wales and the north west of England have always been areas of industrial innovation, providing the food, fuel, products and services that allow this country to thrive. Because of this, the region is home to an abundance of highly skilled workers.

The region has a proud industrial heritage, and it remains home to a wide range of world-class energy-intensive industries. This means that the HyNet cluster, and the Padeswood Spur Pipeline Proposed Development, will play its part in supporting the decarbonisation of a wide range of industry sectors, potentially including cement energy from waste, chemicals and oil refining. All companies in these sectors currently emit significant amounts of CO_2 during production, and so must change their processes to enable long-term, sustainable operations.

Point of Ayr Lighthouse

How will the CO_2 be transported?

The Padeswood Carbon Dioxide Spur Pipeline Proposed Development will connect the carbon capture plant at Heidelberg Materials UK's Padeswood cement works to the HyNet Carbon Dioxide Pipeline at Northop Hall.

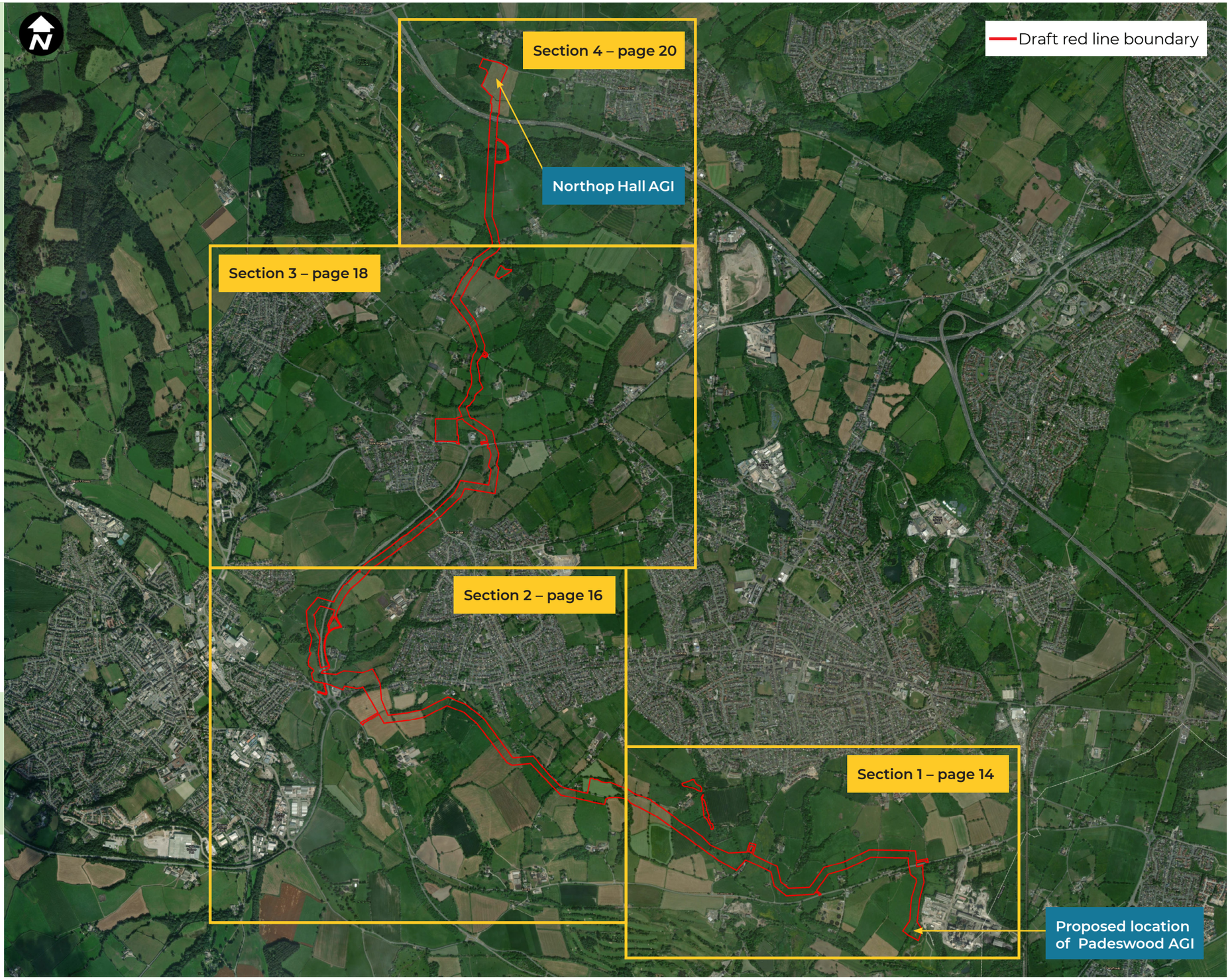
A spur pipeline will be constructed to transport CO_2 from the Padeswood Above Ground Installation (AGI) at Padeswood cement works to the Northop Hall AGI. Here it will connect to the wider HyNet Carbon Dioxide Pipeline which will transport the CO_2 safely onward to the depleted gas reservoirs in Liverpool Bay for storage.

For more information on the Above Ground Installations (AGIs), turn to page 12.

The **HyNet Carbon Dioxide Pipeline** was granted consent in March 2024 and comprises a new underground pipeline, which then connects with an existing natural gas pipeline. The natural gas pipeline will be repurposed so that it can transport CO_2 out to the storage sites approximately 1km under the seabed in Liverpool Bay.

The carbon capture plant at the Padeswood cement works is subject to a separate planning application, which was submitted to Welsh Ministers by Heidelberg Materials UK in September 2024. To view the application, visit **planningcasework.service.gov.wales** quoting the case reference 'DNS CAS-02009-W1R1Z7'.

The draft red line boundary, shown here and on subsequent pages, covers the pipeline working corridor proposed for construction of the Padeswood Spur Pipeline Proposed Development. This will be firmed up as part of the planning submission.



Identifying the spur pipeline route

The Padeswood Carbon Dioxide Spur Pipeline Proposed Development will be approximately 11km in length, connecting the proposed Carbon Capture Plant at Heidelberg Materials UK cement works at Padeswood to the HyNet Carbon Dioxide Pipeline at the Northop Hall Above Ground Installation (AGI).

In order to determine the best route from the Padeswood cement works to the HyNet Carbon Dioxide Pipeline connection at the Northop Hall AGI, we have taken engineering, environmental, planning and landownership considerations into account.

When planning the route, we focused on these key factors:

- Protecting the environment and local communities.
- Ensuring the carbon dioxide transportation is safe and secure.
- Making sure the route is technically sound and causes minimal disruption.
- Boosting local benefits by maximising the positive socio-economic effects in the area.
- Ensuring the project is cost-effective.

Stage 1: Development of the route corridor

To determine the corridor of land that could house the Spur Pipeline Proposed Development, a weighting exercise was conducted among a range of topics including ecology, cultural heritage, water environment, and ground and soils. This weighting exercise identified constraints that were fed into a digital mapping tool which produced a series of maps, narrowing down the corridor and route options.

The project team considered the identified constraints as well as environmental issues, landowner engagement, technical considerations, and planning policy. A route corridor was then identified based on these considerations.

Stage 2: Development of the route options

To determine the route options within the identified corridor, the team split the corridor into 11 sections. Some of the sections were further split into multiple route options, meaning a total of 20 route options were considered across the 11 sections. A detailed appraisal of all the route options, focusing on environment, land ownership, engineering and planning considerations, was undertaken building on the information considered during Stage 1.

Where a section had more than one route option, the weighting process from Stage 1 was applied to determine the 'preferred route options', 'options with some potential' and 'least preferred option' for that section.

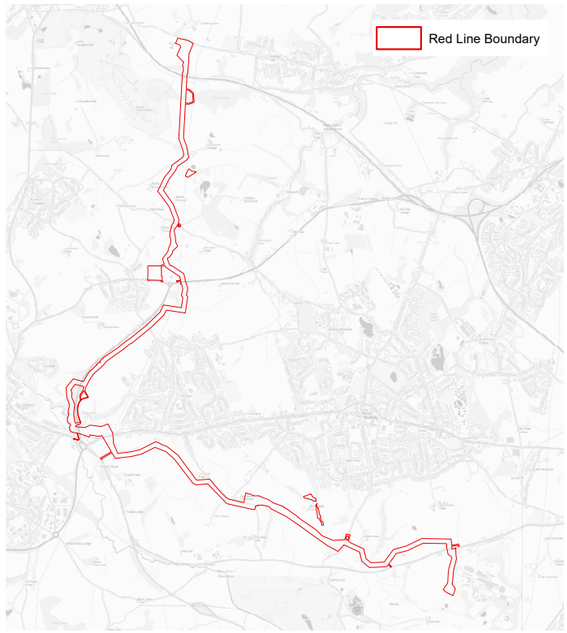
The preferred route was appraised in an iterative process that has considered findings from ongoing review, survey information and designs of the predetermined constraints from Stage 1.

Stage 3: Refinement of route options

We have conducted an Environmental Impact Assessment (EIA) to identify environmental impacts, such as the impact on biodiversity, air quality, greenhouse gases and soil. The EIA also includes solutions to help mitigate these impacts. Mitigation measures can include modifications to the design, developing an Environmental Management Plan, and industry-standard actions to reduce environmental impacts. The results of this Environmental Impact Assessment and feedback from this consultation will refine the design of the preferred route.

You can find more information on our Environmental Impact Assessment on pages 26 and 27. We have also made our draft Environmental Statement available for comment as part of this consultation.

You can find out more about our route optioneering process and alternatives considered in Chapter 4 of our draft Environmental Statement.



What will be built as part of the Proposed Development?

- **Padeswood Above Ground Installation (AGI):** comprising a fenced compound, approximately 50m x 28m, housing equipment designed to receive carbon dioxide from the Heidelberg Materials UK cement works carbon capture plant. This will ensure the safe and efficient operation of the spur pipeline. The AGI would be located within industrial land being developed as part of the Heidelberg Materials UK carbon capture plant. It will include:
    - Pipework and associated infrastructure, and a connection point to the Heidelberg Materials CCS plant.
    - An Electrical and Instrumentation kiosk for distributing power and controlling and monitoring the system. This will be 5 metres high at most.
    - A secure chain line boundary fence up to 3 metres high with gates and perimeter lighting columns up to 5 metres high.
    - Surface water drainage infrastructure connecting to Heidelberg Materials UK CCS plant's drainage system.
- **A spur pipeline transporting carbon dioxide,** connecting the Padeswood AGI to the Northop Hall AGI (which has already been granted development consent as part of the HyNet Carbon Dioxide Pipeline). The spur pipeline will comprise a 16" diameter, steel pipeline approximately 11km in length. It will be buried through agricultural land along its whole length, at a standard depth of 1.2 metres, except for sections that will go under major roads and watercourses. These will use specialist trenchless crossing techniques at a greater depth, which are detailed on pages 22 and 23.
- **Additional equipment** at Northop Hall AGI (which has already been granted development consent through the HyNet Carbon Dioxide Pipeline Development Consent Order).
- **Temporary construction compounds** to facilitate construction works, including workshops, storage, and laydown areas.
- **Temporary construction access tracks** to facilitate construction works and minimise disruption and environmental impacts.

What is an Above Ground Installation?

AGIs allow for the safe and efficient operation of the spur pipeline, as well as for routine inspections and maintenance. Each AGI will be designed to visually complement the local environment, meaning that the colours used will seek to match the landscape.

Other infrastructure for the spur pipeline includes:

- **A primary fibre optic cable (FOC) connection** to provide a telecommunications link between the Padeswood AGI and the Northop Hall AGI.
- **A secondary FOC connection** to connect the Padeswood AGI to the Point of Ayr terminal.
- **Leak detection equipment** using a vibroacoustic monitoring system. Dedicated sensors will be installed directly on the pipeline.
- **Marker posts** to identify where the pipeline has been buried underground and to enable checks from the air.

For more information on the description of the Proposed Development, please refer to our Non-Technical Summary of the ES. Further details can be found in Chapter 3 of our draft Environmental Statement. The draft planning documents can be viewed at hynethub.co.uk/padeswood

Image of an AGI

Padeswood Spur Pipeline Route Section 1

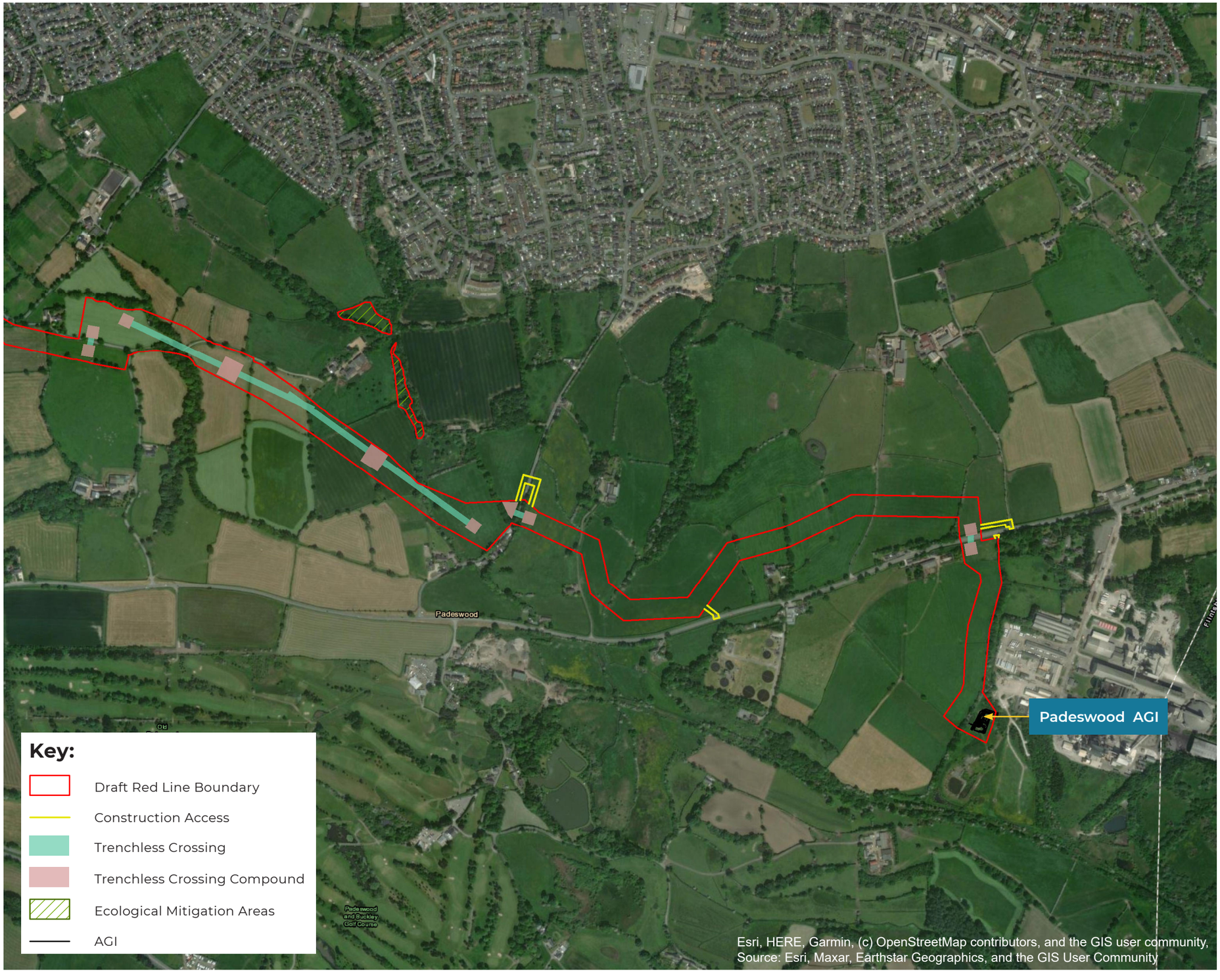
The Padeswood Carbon Dioxide Spur Pipeline will be buried under agricultural land for the length of the route. Some portions of the spur pipeline will be buried under roads, woodland and water courses.

In this section, the proposed carbon capture facility on the site of the Padeswood cement works will connect to the Padeswood Spur Pipeline via the Padeswood AGI. The Padeswood AGI will be located in the north-west corner of the carbon capture facility, along with the associated equipment detailed on page 12.

The spur pipeline will run north of the Padeswood AGI and cross the A5118, then turn to the west and run to the south of Buckley adjacent to the A5118. It then runs in a north-west direction crossing Padeswood Road South and the Foundary Drain watercourse.

Temporary traffic marshalling shall be in place whenever construction equipment is required to cross Padeswood Road South.

We are proposing ecological mitigation areas to the south of Buckley, west of Padeswood Road South. Situated close to an ancient woodland and riverbank habitats, these areas could include planting to expand habitat and improve the environment in these areas.



Padeswood Spur Pipeline Route Section 2

The Padeswood Carbon Dioxide Spur Pipeline route will pass between Mynydd Isa and Mold. Within this section, the route runs to the south of Buckley in a north-west direction towards Mynydd Isa, crossing the Wat's Dyke woodland and watercourse, and Rose Lane.

The route will pass between Mynydd Isa and Mold, crossing under the A549 Mold Road east of the Wylfa roundabout. The pipeline will then cross under the Mold Bypass twice, to the north of the Wylfa roundabout and then run alongside the Mold Bypass in a north-east direction.

For Mold Bypass crossings, specialist trenchless crossing installation techniques will be used to minimise impacts and disruption to road users. This means the road will remain open during installation. Temporary traffic marshalling shall be in place whenever construction equipment is required to cross Rose Lane.

Padeswood Spur Pipeline Route Section 3

At this section, the Padeswood Carbon Dioxide Spur Pipeline will be buried under agricultural land near New Brighton. The pipeline will run adjacent to the Mold Bypass before crossing under Bryn-y-Baal Road. It will then run further north and go under the A494, to the east of the New Brighton roundabout, continuing to the north and crossing Alltami Road.

For these roads, the pipeline will be installed using trenchless crossing techniques to minimise impacts and avoid their long-term closure during installation. Temporary traffic marshalling shall be in place whenever construction equipment is required to cross Bryn-y-Baal Road and Alltami Road.

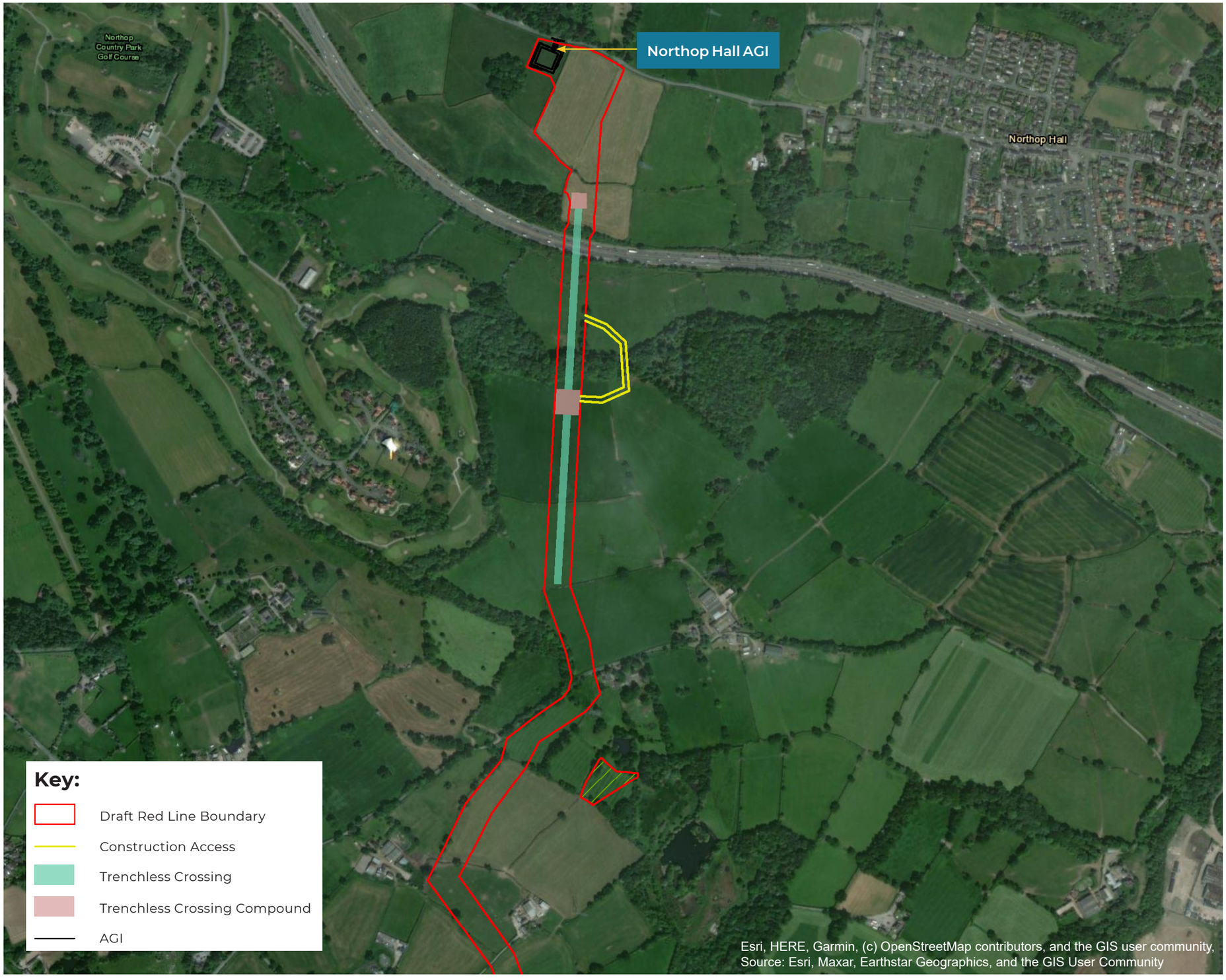
We are proposing to locate a temporary Centralised Construction Compound in this area, off the A5119 near the Shell service station. This will serve as a central point for storing equipment, pipe and other material to be distributed to storage areas within the other compounds. The Centralised Construction Compound will include security, temporary storage areas, prefabrication workshops, parking and temporary office facilities. Once construction is completed, the Compound will be completely dismantled. The area will then be restored.

Padeswood Spur Pipeline Route Section 4

In this section, the Padeswood Carbon Dioxide Spur Pipeline runs northwards towards the A55 and an area of Ancient Woodland. At the road crossings and under this area of Ancient Woodland, the spur pipeline will be installed using trenchless crossing techniques to minimise impacts and avoid the need to close and divert the A55.

The spur pipeline then runs north of the A55 to connect to the Northop Hall AGI, which links to the HyNet Carbon Dioxide Pipeline. The CO_2 will then be transported onwards to undersea storage at Liverpool Bay. The HyNet Carbon Dioxide Pipeline, including the Northop Hall AGI, was granted consent via a Development Consent Order (DCO) by the Secretary of State in March 2024.

Additional equipment, will be installed at the Northop Hall AGI to facilitate the connection. The footprint and visual characteristics of the AGI, such as lighting and fencing, will adhere to the consented conditions of the DCO. None of this equipment will be more than 5 meters high.



The construction process

The method of installing the buried spur pipeline will involve a combination of open-cut trench technique and trenchless crossings.

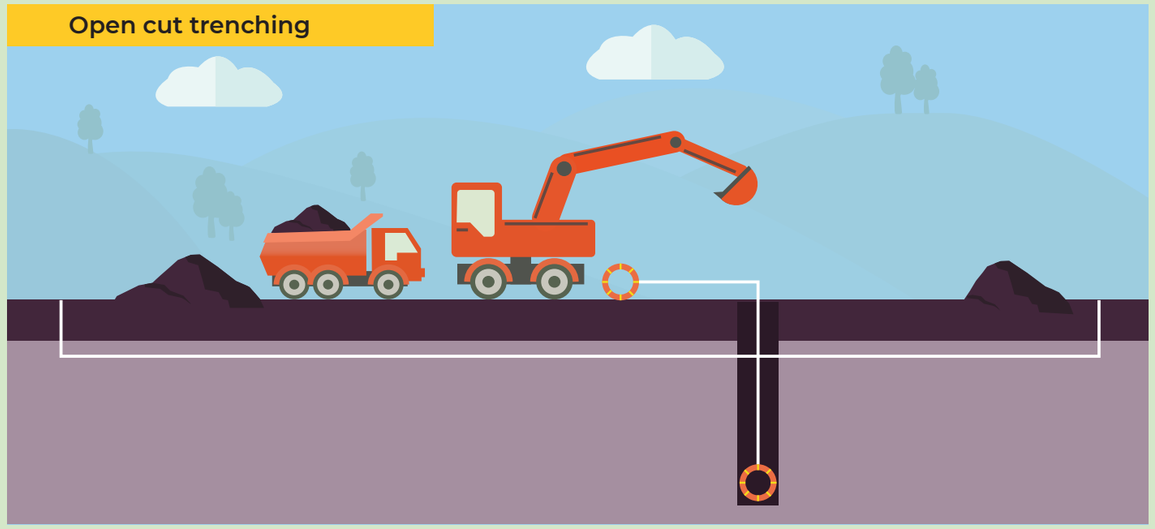
The open-cut trench technique will involve digging soil to form a trench, lowering the pipe into the trench, and backfilling it with the excavated soil.

Trenchless techniques are used when installing pipelines under major roads, woodlands and watercourses. In these cases, we will use methods such as **horizontal directional drilling, auger boring, or micro-tunnelling.** These techniques allow us to install the spur pipeline while allowing roads to remain open and limiting impacts on protected ecological sites.

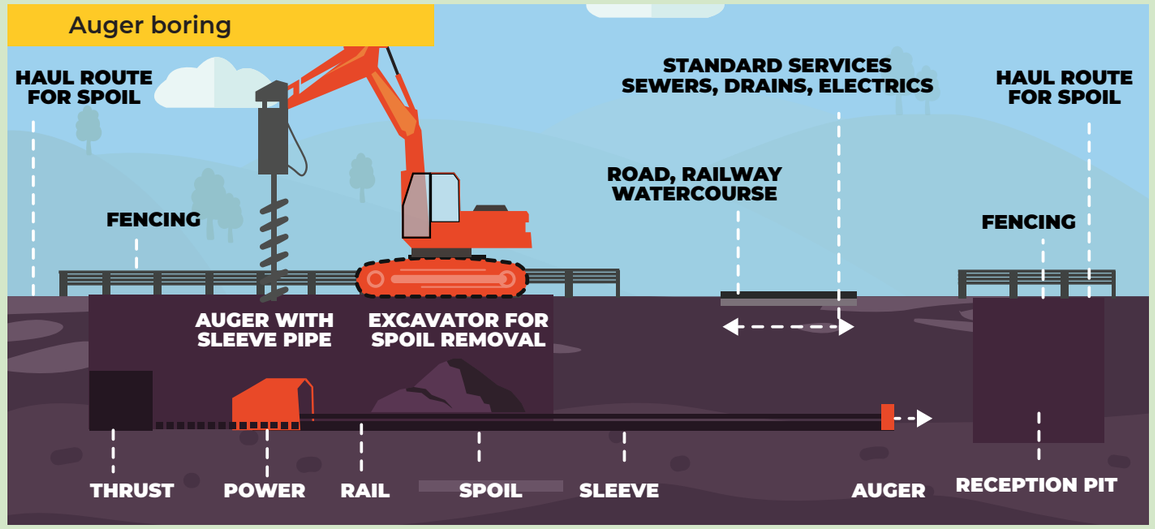
The spur pipeline will be at a minimum depth of 1.2m in open cut sections and deeper for trenchless crossings to avoid existing services and physical obstructions.

Although the pipeline is relatively small (it will have a maximum diameter of 16 inches, or approximately 41 cm), the space needed to safely install it will typically be 25 to 27 metres wide. This allows enough space to dig the trench and lay the pipe, as well as providing space for storing soil during installation and enabling access for vehicles. Additional space will be required in locations where we need to execute a trenchless crossing.

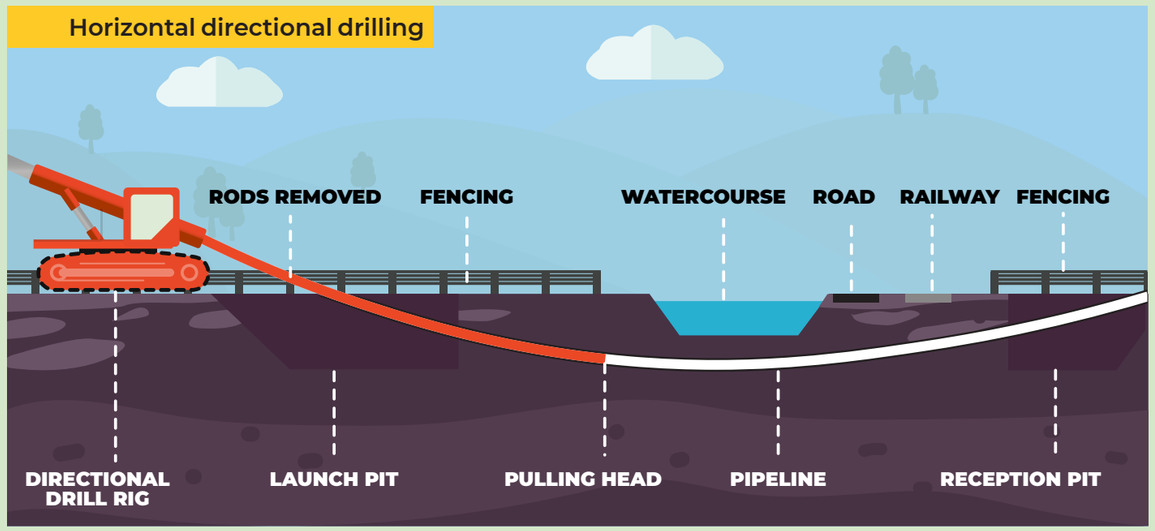
Open cut trenching



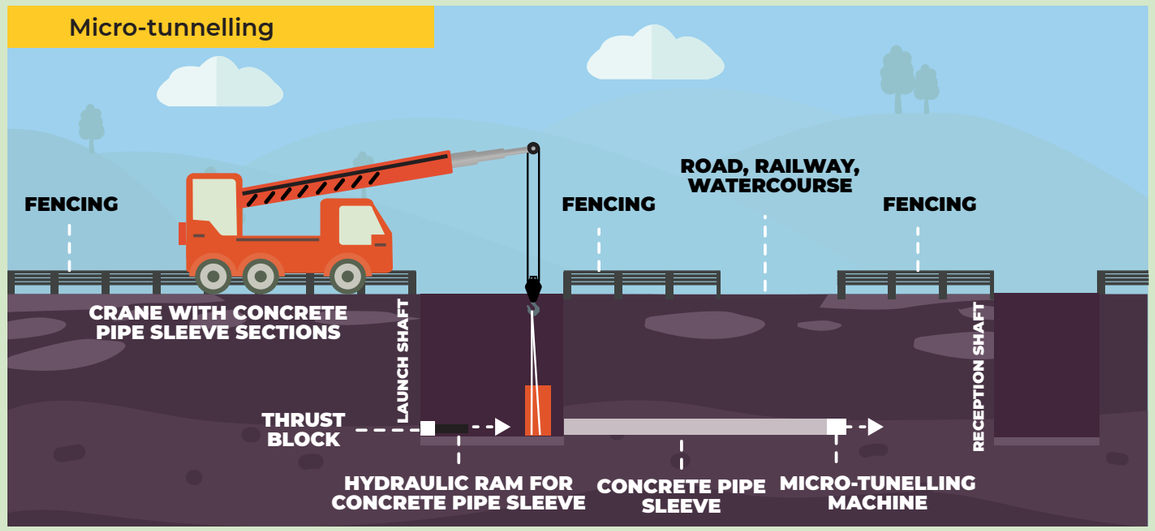
Auger boring



Horizontal directional drilling



Micro-tunnelling



Construction management

During construction, we will take all precautions to keep everyone safe. There will be barriers around our temporary work areas and appropriate security in place.

As one of the conditions of the lease over landowners' land, an easement around the spur pipeline will be in place once it is installed. This is to prevent any development on top of it which could pose a safety risk to the spur pipeline. Farm tracks and vehicles, however, will be able to safely cross over the spur pipeline.

We will do everything we can to minimise disruption, including only working during the daytime and keeping traffic to a minimum. Some locations where trenchless crossings are being carried out will require working 24 hours a day, but this will be for short periods.

Once the work is complete, we will return the land as closely as possible to its original condition. We will also replant or replace hedges or fences after construction where possible.

Temporary access for the construction compounds will generally be set up to minimise disruption and local environmental impacts. Access will be established from the existing road network via temporary access tracks.

Should planning permission be granted, we anticipate that the construction of the entire spur pipeline proposed development will commence in Autumn 2026 and continue until Spring 2028.

Safety measures

Carbon Capture and Storage

Liverpool Bay CCS Limited has extensive experience designing, building and operating safe and effective high-pressure gas pipelines and it will use this expertise to develop the Padeswood Spur Pipeline Proposed Development to the highest safety standards. The UK is home to a range of high-hazard industries and has developed a world-class safety regulatory regime.

LBCCS will carefully monitor the Padeswood Spur Pipeline Proposed Development, throughout all the operation phases, CO_2 transportation, injection and safe containment within the reservoir, using state of the art techniques.

Gas has remained safely trapped in geological structures such as sandstone reservoirs, like the ones in Liverpool Bay, for millions of years. These reservoirs are deep below the surface of the seabed. The Liverpool Bay CO_2 store will be up to 1km below the seabed and approximately 20 miles offshore. Hundreds of metres of shale lies over the top of these sandstone reservoirs, making an impermeable layer which traps the gas in place. The CO_2 will be stored in the same way as the original natural gas, and will remain safely contained in the sandstone reservoirs.

Safety Standards

The design, operation and maintenance of the pipeline system will comply with well-established codes and standards, the applicable UK Regulations (including the Pipelines Safety Regulations 1996) and industry best practices. Together with detailed safety assessments, and operational and integrity management systems, these will ensure the potential for any leakage of CO_2 is minimised and as low as reasonably practicable.

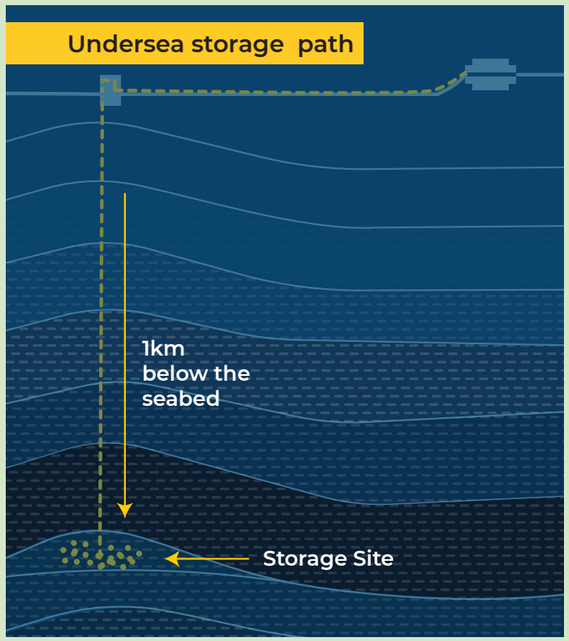
Monitoring and maintenance of the proposed spur pipeline will be regularly performed. The proposed spur pipeline network will be fitted with leak detection systems with early warning and remote identification ensuring the pipeline can be safely managed in the event of any leakage. CO_2 point gas detectors will also be installed at the Padeswood AGI.

LBCCS is actively engaging with the UK Health and Safety Executive (the UK Safety Regulator, including for spur pipelines), ensuring that the pipeline and its operation are compliant with all relevant regulations and associated guidance.

Long-term monitoring

To ensure the safety of the offshore storage under Liverpool Bay, a programme of monitoring, measurement and evaluation will assess the behaviour and integrity of the CO_2 throughout its planned 25-year life span.

Following this, a 'post-closure' phase of works will take place to end the injection of CO_2 into the reservoir and ensure that it remains permanently enclosed within it. The post-injection monitoring period performed by the licence operator will be in compliance with legal and regulatory requirements and is not a subject of negotiation.



Environmental Impact Assessment

As part of the planning process, an Environmental Impact Assessment (EIA) is being carried out to understand the likely effects that the proposals would have on the environment. This considers the potential effects on the construction, operation and maintenance of the proposed development. While the EIA has been commissioned by Liverpool Bay CCS Limited, it is being undertaken by independent and suitably qualified environmental specialists.

There are four key stages to the EIA process:

1

Gathering information and data on the area as it currently stands, such as to understand the local wildlife present in the local area. This includes field surveys, the majority of which are now complete.

2

The extent of the issues and topics to be considered as part of the EIA is described in a Scoping Report. For this project, the EIA Scoping Report was submitted to Flintshire County Council for review in March 2024. The Local Authority subsequently provided its Scoping Opinion in May 2024 to confirm the extent of the EIA

3

A draft Environmental Statement has been prepared, taking on board feedback from survey results, design information, optioneering and stakeholder feedback. It describes the findings of the assessments and the effects we have identified to date, and how we propose to avoid, reduce and minimise these impacts. This draft Environmental Statement has been published and is available for comment during this consultation period.

4

Comments received to this consultation on the draft Environmental Statement will be considered, alongside any outstanding surveys and assessments. The final Environmental Statement will then be submitted as part of the planning application to Flintshire County Council, anticipated for summer 2025.

Environmental topics

The Environmental Statement will outline a number of topics as well as any mitigations necessary to ensure limited impact. This includes:

- **Air quality**
- **Climate change,** including climate resilience and greenhouse gases
- **Cultural heritage and archaeology**
- **Ecology and biodiversity**
  - Designated Sites
  - Priority habitats including trees and hedgerows
  - Protected species
  - Biodiversity net gain
- **Land and soils**
- **Landscape and views**
- **Major accidents and disasters**
- **Mitigation and safety measures**
- **Noise and vibration**
- **Population and human health**
- **Traffic and transport**
- **Water management and flooding**

The draft Environmental Statement is available for comment as part of this consultation. Feedback on it will be considered during its finalisation before it is submitted to Flintshire County Council as part of the planning application.

A Non-Technical Summary (NTS) of all the findings in the draft Environmental Statement is also available to view in Welsh and English. The documents can be viewed at hynethub.co.uk

Benefits of the Proposed Development

Our proposals will support thousands of new jobs in north Wales and the north west of England. There will also be greater opportunities for local people, tapping into the area's blend of industrial experience and scientific expertise, which together will create a hotspot for innovation and growth. We will bring opportunities for local people to develop new skillsets and train to work in exciting, world-leading sectors.

To maximise the benefit of the Spur Pipeline to local communities, we will work with local suppliers where possible. To ensure that the design and construction of the Spur Pipeline has minimal environmental impact, our procurement processes will consider suppliers with strong environmental, social and governance (ESG) ratings.

There are a number of benefits to the local community including:

- Education experience for young people
- Work experience for those considering their options
- Apprenticeships and career opportunities
- Community funding for environmental and educational initiatives
- Volunteering from the project team to help local initiatives

Some of the local projects we have supported include;

- **DangerPoint:** An award-winning centre which offers visitors, particularly schools and organised groups, the opportunity to learn about safety in a fun and interactive way.
- **Flintshire Rangers:** Funding the provision of a Coastal Ranger, organised by Flintshire County Council, to help manage the Gronant Dunes and Talacre Warren Site of Special Scientific Interest (SSSI).
- **Supporting local tourism:** Partnering with various local associations to create bicycle paths, nature trails and heritage attractions in the area.

The planning process

Project stage

The Padeswood Spur Pipeline Proposed Development is currently in its pre-planning application phase. We carried out early engagement with stakeholders and the local community throughout 2024, including briefings, meetings, and a community information event.

This is our statutory Pre-Application Consultation, in accordance with the Planning (Wales) Act 2015, where we are providing more detailed information and draft planning application documents, and asking for feedback. This feedback is important to us and will help finalise our planning application.

What happens next

The Padeswood Carbon Dioxide Spur Pipeline lies within the Local Authority boundary of Flintshire County Council. To gain consent to build the proposed development, Liverpool Bay CCS Limited (the Applicant) will prepare a planning application to be submitted under the Town and County Planning Act 1990 (as amended) to Flintshire County Council in summer 2025.

Post-submission stage

Once the application has been submitted to Flintshire County Council, you will have another opportunity to have your say by providing comments on the application, which you can submit directly to the Council.

Draft planning application documents, including a draft Planning, Design and Access Statement, are available for comment as part of this consultation. Feedback on these will be considered during their finalisation before they are submitted to Flintshire County Council as part of the planning application.

Have your say

We want your feedback on our plans for the Padeswood Spur Pipeline and the draft planning application documents we have made available. Your views are important to us, and we will consider all feedback as we finalise our planning application.

This consultation will run from **26 March to 29 April 2025.** Please submit your feedback by 11.59pm on 29 April 2025 to ensure it is considered.

Meet the team:

As part of the consultation, we're holding public events in the local area. This is your chance to meet our team and ask any questions you may have.

3 April 2025 from 7pm to 8pm Online event sign up at hynethub.co.uk/padeswood

5 April 2025 from 11am to 3pm at Northop Hall Pavillion, Llys Ben, Northop Hall, Mold CH7 6GF

9 April 2025 from 3pm to 7pm at New Brighton Community Centre, Moel Fammau Road, New Brighton, Mold CH7 6QU

You can provide your feedback on the plans for the Padeswood Carbon Dioxide Spur Pipeline Proposed Development by:

Visiting the project website: hynethub.co.uk/padeswood
You can submit your feedback on our online feedback form.

Sending written feedback to our freepost address: **Freepost LBCCS**
Write us a letter or send us a hard copy of the feedback form. Feedback forms will be available at the events or by request. You don't need a stamp.

Sending an email to: hello@hynethub.co.uk

Photo from our community information event in August 2024

If you would like a hard copy version of this brochure or other materials available online, you can contact us using the details below. This brochure can also be made available in large print, braille or other languages upon request.

Os hoffech chi gael copi caled o'r llyfryn hwn neu ddeunyddiau eraill, gallwch chi gysylltu â ni gan ddefnyddio'r manylion isod. Mae'r llyfryn hwn hefyd ar gael yn Saesneg, mewn print bras, mewn Braille, neu mewn ieithoedd eraill ar gais.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