

ABOUT THE PROJECT?

The Solent CO₂ Pipeline Project is seeking permission to install an underground pipeline to transport CO₂.

- The pipeline will transport CO₂ to a safe, secure and permanent storage location in the English Channel.
- The pipeline will be able to transport millions of tonnes of captured CO₂ - its planned capacity is equivalent to removing over five million cars off the road each year*.
- The only storage location in the English Channel is the one we hope to use for Carbon Capture and Storage (CCS) technology in the Solent region.**
- The UK's Climate Change Committee have described CCS as a 'necessity, not an option' for the UK's transition to net zero.¹

WHAT IS THE SOLENT CO₂ PIPELINE PROJECT AND WHY IS IT NEEDED?

We are seeking your views on our proposed corridors for the installation of an underground pipeline to transport carbon dioxide (CO₂) to a safe, secure and permanent storage location in the English Channel. This Project is the linchpin for establishing CCS technology in southern England.

The Solent region is one of the largest and most successful industrial areas of the UK, supporting around 90,000 businesses and a £50bn economy.² The Solent industries include our Fawley Manufacturing Complex and other areas such as power generation, shipping and manufacturing. These industries produce essential products that we rely on every day. At Fawley, we produce products such as transport fuels, medical rubber products and car tyre linings.

These sectors are internationally recognised as hard-to-decarbonise³, as noted by the UK's Climate Change Committee, who described CCS as a 'necessity, not an option' for the UK's transition to net zero.¹

Due to the length and purpose of the pipeline, this Project is classified as a Nationally Significant Infrastructure Project (NSIP). As such, we require permission known as a Development Consent Order (DCO) to install this section of the pipeline. The Planning Act 2008 means that a DCO only covers the section of pipeline that is onshore or in inland waters, which includes bays and any crossing of the Solent, if required.

The marine segment of the pipeline is not a NSIP and is separately consented under a Pipeline Works Authorisation. As such, we are only seeking your views on this section of pipeline which is covered by the DCO.

* Based on the UK's Government Greenhouse Gas Emissions Factors (2023), for petrol cars.

** Based on UK Government data from CO₂ Stored - developed by the UK Storage Appraisal Project (UKSAP), commissioned and funded by the Energy Technologies Institute (ETI).

¹ Committee on Climate Change (2019). Net Zero, The UK's contribution to stopping global warming, page 23.

² The Solent Cluster (2024). About The Solent Cluster. Helping the UK achieve a Net Zero carbon economy by 2050.

³ IRENA (2024). Decarbonising hard-to-abate sectors with renewables: Perspectives for the G7, International Renewable Energy Agency, Abu Dhabi, page 3.



Scan the code

Have your say...

18 July 2024 and closes at 6pm on 12 September 2024.
This consultation starts on

Alternatively, you can send your consultation response via email to info@solentco2pipeline.co.uk
This is the fastest and easiest way to take part in this consultation.

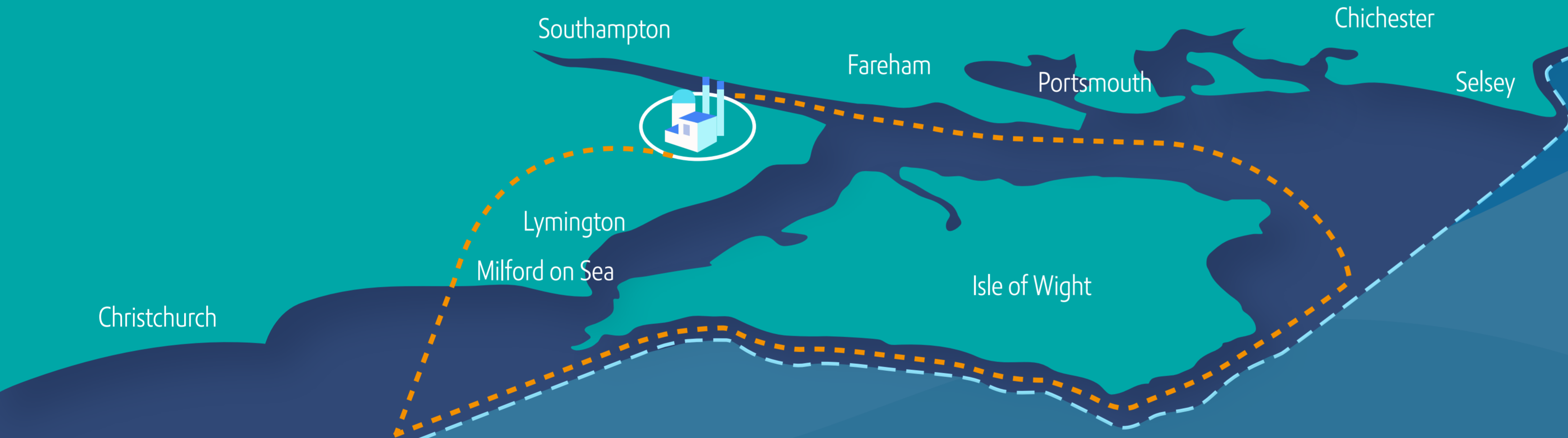
www.solentco2pipeline.co.uk
You can have your say on our corridor proposals at www.solentco2pipeline.co.uk
proposals.
We welcome your views, ideas and opinions on our corridor

How do I take part?



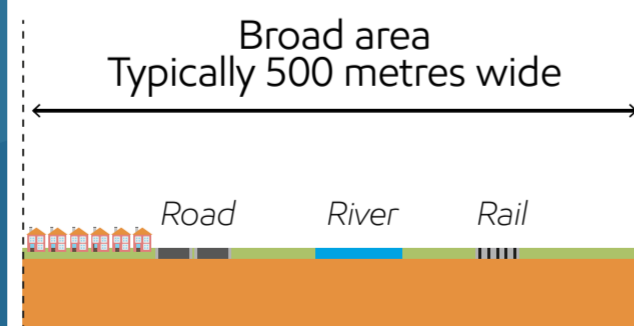
The Solent CO₂ Pipeline Project Pipeline Corridor Consultation

July 2024



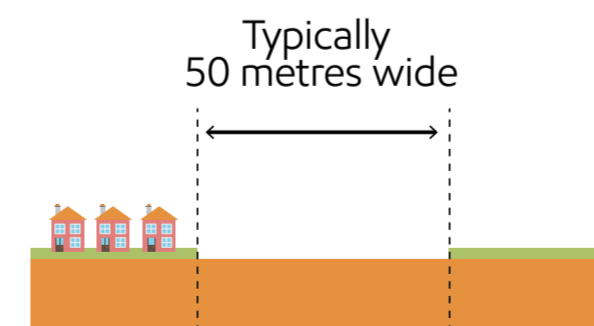
Development phases of the pipeline

Pipeline Corridor



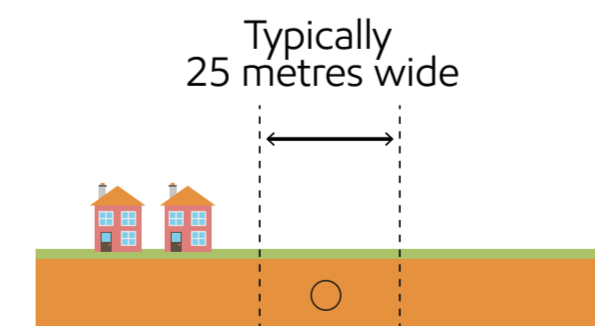
A corridor is an area where one or more routes could be designed. It could vary in size, but is typically 500 metres wide. Corridors can encompass various features such as roads, rivers and railways. Some of these features may fall within the route.

Route



Routes are more specific than corridors; they show where within the corridor we would be installing. Routes can vary in size, but would typically be 50 metres wide.

Easement



Once installation is complete the easement is a single protected path centred on the pipeline that is typically 25 metres wide.

Not to scale

KEY

--- The English Channel: Any developments below this line are separately consented.

— ExxonMobil Fawley Manufacturing Complex: The Development Consent Order for this project starts at the Fawley Manufacturing Complex boundary.

- - - Area covered by this consultation, which would be permitted through an application known as a Development Consent Order.

ABOUT CCS

Carbon Capture and Storage (CCS) is the process of capturing carbon dioxide (CO₂) that would otherwise be released into the atmosphere. CO₂ is then transported via a pipeline to an underground storage location. Storage locations are typically deep rock formations which can provide the conditions for safe, secure and permanent storage.

CCS uses readily available technology and can reduce emissions at scale from sectors like power generation, shipping and manufacturing.

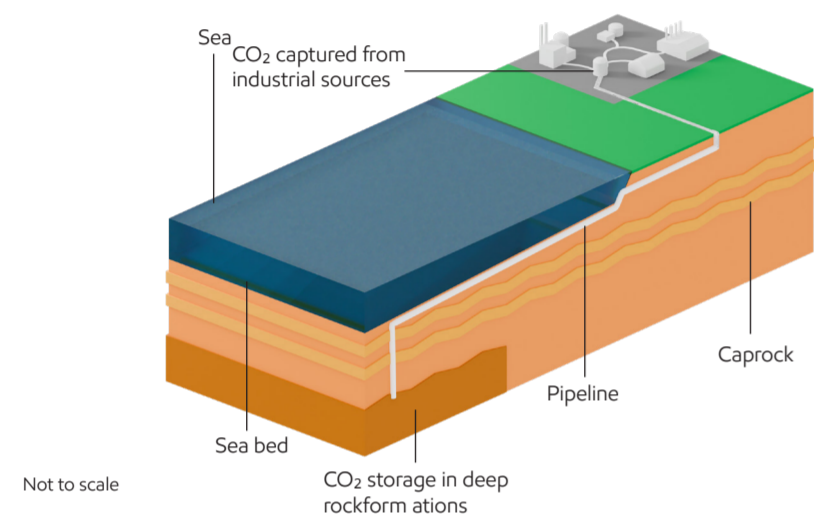
The process is as follows:

- **CAPTURE:** CO₂ is captured, or separated, from the emissions source.
- **TRANSPORT:** Captured CO₂ is transported to the storage site.
- **STORAGE:** CO₂ is injected deep underground for safe, secure and permanent storage.

ABOUT CO₂ STORAGE IN THE UK

The Government has identified over 500 potential CO₂ storage sites around the UK. The only storage location in the English Channel is the one we hope to use for CCS technology in the Solent region.*

CCS technology



WHAT ARE WE SEEKING YOUR VIEWS ON?

- We are carrying out this first consultation to gather your views on the potential corridors where the pipeline could be installed. A corridor is a broad area where one or more pipeline routes could be designed. Corridors are typically 500 metres wide.
- You are receiving this leaflet as you live in the nearby area to one or more of these corridors, and so we would like to hear your views.
- Once a corridor has been selected, we will then carry out a second consultation where we will seek your views on the potential route(s) within the selected corridor.

If you have any questions, please come and meet the team at one of our local events.

CONSULTATION INFORMATION

All information relating to this consultation is available at www.solentco2pipeline.co.uk

This consultation will run from 18 July 2024 to 6pm on the 12 September 2024.

If you would like a print copy or alternative format of the consultation materials, please call 07845 608 322 or email info@solentco2pipeline.co.uk. We are committed to hearing people's views on the corridor options. Before submitting your response, we encourage you to attend one of our events and to read the consultation materials on our website. If you have any questions relating to the Project, please contact us using the details listed above.

WHY DO YOUR VIEWS MATTER?

Local people and communities are best placed to help us understand the potential impacts of our proposals. The feedback you give us will help us refine the corridor ahead of our Development Consent Order application. See the event information section of this leaflet to find out when we will be in your area.

* Based on UK Government data from CO₂ Stored - developed by the UK Storage Appraisal Project (UKSAP), commissioned and funded by the Energy Technologies Institute (ETI)

THE CONSULTATION CORRIDORS

The three pipeline corridors we are consulting on are the Mainland Corridor, the Isle of Wight North to South and Isle of Wight North to West. These corridors all perform well, but in different ways, and have different merits. We are seeking your views to help us select a preferred corridor to progress to the next stage, where we develop a typically 50m route within the preferred corridor.

We have identified our favoured corridors - Isle of Wight North to South and Isle of Wight North to West - that we believe perform best when measured against our guiding principles.



THE LEPE CORRIDOR ELEMENT OVERVIEW

All three corridors start with the 'Lepe element'. This corridor element is around 5.5km and has two starting points on the south side of the ExxonMobil Fawley Manufacturing Complex. One is between the villages of Fawley and Blackfield, and the second starts to the east of Fawley. Both options cross the B3053 (Fawley Bypass) and pass by Langley Village before continuing south near to the operational quarry. The corridor continues south crossing Stanswood Road before continuing to the coast towards Lepe Country Park. This corridor is very wide at present to take in to account future proposed developments and areas to be avoided such as irreplaceable habitat. The Lepe element should be considered together with the descriptions for the Mainland, Isle of Wight North to South and Isle of Wight North to West corridor options.

MAINLAND CORRIDOR OPTION OVERVIEW



This corridor is approximately 33km long and includes the Lepe element. It then heads west, crossing under both Darkwater Stream and the Beaulieu River and continuing towards Lympington, to the south of Norleywood, through open farmland and areas of woodland. Before reaching the edge of Lympington Reedbeds, the corridor turns north to avoid Walhampton School and the village of Portmore and then continues across the B3054 Main Road. The corridor continues southwest across Boldre Lane and the A337 Southampton Road before turning south and continuing towards Everton. The corridor then travels to the west towards Old Milton before turning south and crossing the A337 Christchurch Road and the B3058 Milford Road. From here it crosses from land to sea. The trenchless section would typically be approximately 150m-200m from the coastline and would typically extend approximately 800m beyond the shoreline to the exit point on the seabed. The corridor then travels south westerly to the DCO boundary around 9km from the coastline of Christchurch Bay.

Event Information

We have arranged a series of exhibitions near to the proposed pipeline corridors. These exhibitions will give you the opportunity to meet members of the team to ask any questions you may have.

Tuesday 6th August

10:30 – 18:30

East Afton Farmhouse,
Newport Rd, Yarmouth,
Freshwater
PO40 9UF

Friday 16th August

10:30 – 18:30

Macdonald Elmers
Court Hotel & Resort,
South Baddesley Rd,
Lympington
SO41 5ZB

Wednesday 7th August

10:00 – 17:30

The Pavilion,
Victoria Recreation Ground Road,
Newport
PO30 5AH

Wednesday 21st August

12:00 – 20:00

Wilberforce Hall,
North Street, Brighstone,
Newport,
PO30 4AX

Wednesday 14th August

10:30 – 17:00

Boldre War Memorial Hall,
Pillely St, Lympington
SO41 5QG

Thursday 22nd August

10:30 – 17:00

Shalfleet Village Hall,
Church Ln, Shalfleet,
Newport
PO30 4NF

Friday 23rd August

10:30 – 18:30

Phoenix Knights Centre,
Cockleton Ln,
Cowes
PO31 8QE

Saturday 24th August

10:30 – 18:30

Niton Village Hall,
Village Hall, High St,
Niton, Ventnor
PO38 2AT

Friday 30th August

10:30 – 18:30

The Bridge Community Centre,
The Bridge, 9 Sea Rd,
Milford on Sea, Lympington
SO41 0PH

Tuesday 3rd September

10:30 – 18:30

Phoenix Knights Centre,
Cockleton Ln,
Cowes
PO31 8QE

Wednesday 4th September

10:30 – 16:30

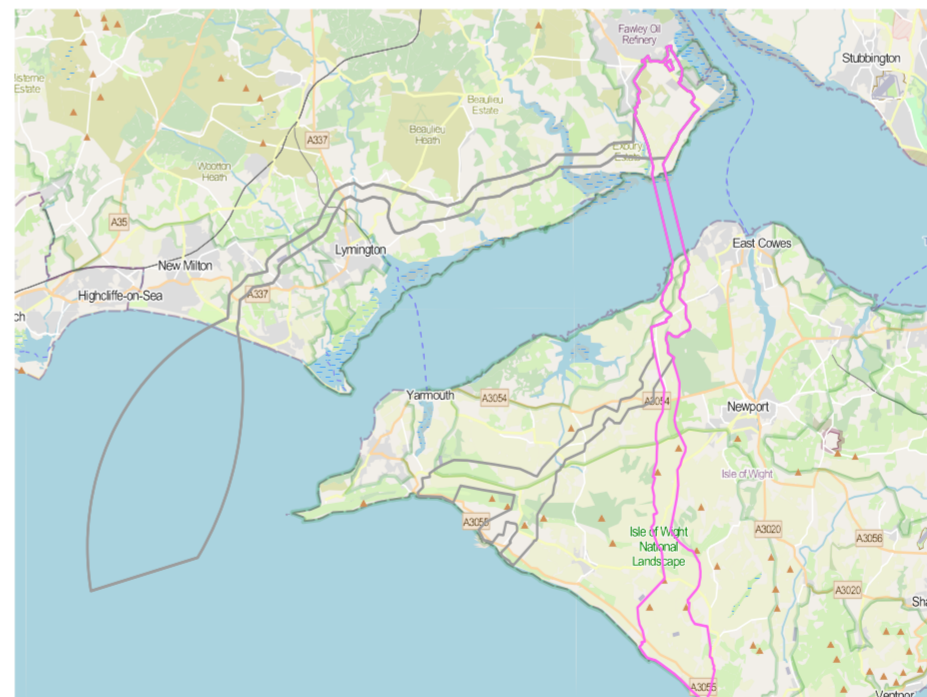
Calshot Activity Centre,
Calshot Rd, Calshot,
Southampton
SO45 1BR

Thursday 5th September

10:30 – 18:30

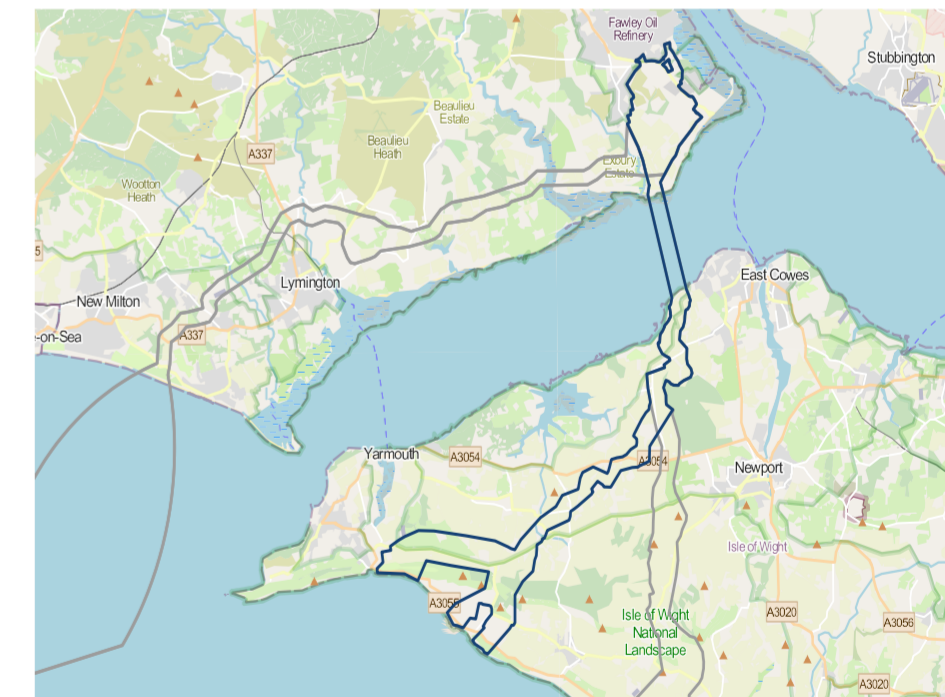
Jubilee Hall, The Square,
Fawley, Southampton
SO45 1DF

ISLE OF WIGHT NORTH TO SOUTH CORRIDOR OPTION OVERVIEW



This corridor is 26km long and includes the Lepe element. It then extends southward around 600m to the coastline before using a trenchless crossing to install under the Solent to enter land in open countryside on the Isle of Wight. The working areas for the trenchless installation under the Solent would typically be at least 150m-200m back from the shoreline. From Gurnard, the corridor continues south, following Rew Street and crossing Westview Road and Rolls Hill Road. At this point the corridor turns west towards Little Whitehouse Road to avoid Parkhurst Forest. Turning south, the corridor follows Whitehouse Road. To the east of Porchfield Village this corridor is the same as the Isle of Wight North to West corridor. From this point, the corridor continues south, crossing Coleman's Lane, Forest Road and Calbourne Road. The corridor then follows Bowcombe Road south before turning southeast to avoid the village of Shorwell. It then continues south crossing Sandy Way/ Presford Shute B3399 before widening to include open countryside on either side of Little Atherfield before reaching Military Road. The corridor is widened along the coast to provide options for land to sea installation. A trenchless crossing technique would be used to move from land to the English Channel. At this point this corridor crosses the DCO boundary and the pipeline would be beneath the seabed.

ISLE OF WIGHT NORTH TO WEST CORRIDOR OPTION OVERVIEW



This corridor is 24km long and includes the Lepe corridor element. After that it continues travelling southward around 600m to the coastline before using a trenchless crossing to install under the Solent to enter land in open countryside on the Isle of Wight. The working areas for the trenchless installation under the Solent would typically be at least 150m-200m back from the shoreline. From Gurnard, the corridor then continues south, following Rew Street and crossing Westview Road and Rolls Hill Road. At this point the corridor turns west towards Little Whitehouse Road to avoid Parkhurst Forest. Turning south, the corridor follows Whitehouse Road. To the east of Porchfield Village this corridor is the same as the Isle of Wight North to South corridor. From this point, the corridor turns southwest, crossing Coleman's Lane and Yarmouth Road. The corridor avoids Guyers Heath to the north and Northpark Copse to the south before crossing Pound Lane and Elm Lane, continuing southwest across Quarry Lane and Newbridge Road B3041, and crossing under the Caul Bourne and following the Newport Road. It then crosses the junction with Dodpits Lane, at which point the corridor splits in two directions. The northern corridor sub-option follows Newport Road before turning south before the Freshwater Bay Golf Club. The southern corridor sub-option continues south, and then splits again to bypass the village of Brook, with the southernmost section crossing the B3399 before reaching the coastline. A trenchless crossing technique would be used to move from land to the English Channel. At the point this corridor crosses the DCO boundary, any pipeline route would be beneath the seabed.