

Guildhall Gainsborough
Lincolnshire DN21 2NA
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SUPPLEMENT AGENDA

This meeting will be webcast live and the video archive published on our website

**Prosperous Communities Committee
Tuesday, 23rd April, 2024 at 6.30 pm
Council Chamber - The Guildhall, Marshall's Yard, Gainsborough, DN21 2NA**

Members: Councillor Mrs Lesley Rollings (Chairman)
Councillor Emma Bailey (Vice-Chairman)
Councillor Trevor Young (Vice-Chairman)
Councillor Owen Bierley
Councillor Frazer Brown
Councillor Stephen Bunney
Councillor Karen Carless
Councillor Jacob Flear
Councillor Paul Lee
Councillor Roger Patterson
Councillor Mrs Diana Rodgers

1. Public Reports

- i) Nationally Significant infrastructure Project (NSIP): (PAGES 2 - 36)
Viking CCS pipeline

Ian Knowles
Head of Paid Service
The Guildhall
Gainsborough

Friday, 19 April 2024

Agenda Item 6a



**Prosperous Communities
Committee**

Tuesday, 23 April 2024

Subject: Nationally Significant infrastructure Project (NSIP): Viking CCS pipeline

Report by:

Director of Planning, Regeneration & Communities

Contact Officer:

Russell Clarkson
Development Management Team Manager

russell.clarkson@west-lindsey.gov.uk

Purpose / Summary:

To consider and agree the submission of a Local Impact Report (LIR) and Written Representations (WR) to the Examining Authority considering the Viking CCS Pipeline NSIP project.

RECOMMENDATION(S):

- **To accept the invitation and approve the submission of a Local Impact Report (LIR) and Written Representations (WR) to be made on the Viking CCS pipeline project at its current examination;**
- **To review the draft LIR/WR attached to this paper, and to delegate authority to the Director of Planning, Regeneration and Communities to complete, finalise and submit the LIR and WR to the Examination, having taken into consideration the committee's comments.**

IMPLICATIONS

Legal:

At a meeting of this committee on 1st August 2023 the scheme of decision and delegation protocols for NSIP projects was approved. This report is aligned with the approved process.

(N.B.) Where there are legal implications the report MUST be seen by the MO

Financial : FIN/13/25/PC/SST

No financial implications resulting from this report.

It is anticipated that there will be no extra costs incurred as this will be completed in house by a WLDC case officer, no external specialist services required.

(N.B.) All committee reports MUST have a Fin Ref

Staffing :

The project is not expected to require additional staffing resources.

(N.B.) Where there are staffing implications the report MUST have a HR Ref

Equality and Diversity including Human Rights :

The Local Impact Report (LIR) seeks to identify any members of the Community that may be impacted by the development.

Data Protection Implications :

None expected to arise from this report.

Climate Related Risks and Opportunities:

The Viking CCS pipeline is a 55km pipeline that the developer proposes will transport up to 10 million tonnes of carbon dioxide (CO₂) a year from Immingham (North East Lincolnshire) to the former Theddlethorpe Gas Terminal (East Lindsey). From there, it will join an existing offshore pipeline to the Viking area in the UK southern North Sea, where the CO₂ will be injected into depleted gas reservoirs 2.7km beneath the seabed.

The project plans to store 10 million tonnes of carbon dioxide (mtCO₂) a year by 2030, and 15mtCO₂ by 2035.

Section 17 Crime and Disorder Considerations:

Any potential crime and disorder considerations will be addressed as part of the Local Impact Report.

Health Implications:

Anticipated health implications for the local community are considered as part of the Local Impact Report.

Title and Location of any Background Papers used in the preparation of this report :

Nationally Significant Infrastructure Projects - Advice Note One: local impact reports

<https://www.gov.uk/government/publications/nationally-significant-infrastructure-projects-advice-note-one-local-impact-reports>

Nationally Significant Infrastructure Projects - Advice Note Two: The role of local authorities in the development consent process

<https://www.gov.uk/government/publications/nationally-significant-infrastructure-projects-advice-note-two-the-role-of-local-authorities-in-the-development-consent-process>

Nationally Significant Infrastructure Planning Advice Note 8.4: The Examination:

<https://www.gov.uk/government/publications/nationally-significant-infrastructure-projects-advice-note-eight-overview-of-the-nationally-significant-infrastructure-planning-process-for-members/nationally-significant-infrastructure-projects-advice-note-84-the-examination>

National Infrastructure Planning Project Information – Viking CCS Pipeline

<https://national-infrastructure-consenting.planninginspectorate.gov.uk/projects/EN070008>

Prosperous Communities Committee 1st August 2023 Delegation of Responsibility for Participation in NSIP examinations

<https://democracy.west-lindsey.gov.uk/ieListDocuments.aspx?CId=176&MId=3530&Ver=4>

Risk Assessment :

Call in and Urgency:

Is the decision one which Rule 14.7 of the Scrutiny Procedure Rules apply?

i.e. is the report exempt from being called in due to urgency (in consultation with C&I chairman)

Yes

No

Key Decision:

A matter which affects two or more wards, or has significant financial implications

Yes

No

Executive Summary

- 1.0 The Viking CCS Pipeline is a development proposal by Chrysaor Production (UK) Limited. It would be a 55km long pipeline intended to transfer captured carbon from Immingham (N E Lincolnshire), to Theddlethorpe (E Lindsey) where it would then be piped into the North Sea and injected into depleted gas reservoirs under the sea.
- 2.0 Within West Lindsey itself, the project proposes for the pipeline to run below ground, approximately 2km – across agricultural fields, approximately 2.5km to the south east of the village of Keelby; and within 2km to the north east of the hamlet of Riby. The pipeline will be designed for a minimum operational life of 25 years. The pipeline is expected to have an external diameter of 24” (609 mm) and be buried to a minimum depth of 1.2 m to the top of the pipe. This will be greater at crossing points of railways, roads and watercourses
- 3.0 The project qualifies as a Nationally Significant Infrastructure Project (NSIP) and is subject to a separate consenting regime under the Planning Act 2008. The developer therefore seeks a Development Consent Order (DCO) from the Secretary of State.
- 4.0 The Planning Inspectorate are the Examining Authority (ExA) which will examine the project and make recommendations to the Secretary of State. The examination commenced on 26th March and is scheduled to have completed by 26th September 2024.
- 5.0 As part of the examination, the ExA has invited WLDC to submit a Local Impact Report (LIR) and written representations (WR) by deadline 1 on Friday 26th April 2024.
- 6.0 It is recommended that an LIR and WR are submitted to the examination, and draft documents have been produced for this purpose. It is recommended that the Committee review the draft LIR and WR, and delegate authority to the Director of Planning, Regeneration and Communities to complete, finalise and submit the final LIR and WR by the examination deadline, taking into consideration committee’s comments, and having consulted with the Chair of this Committee.

1 Introduction

- 1.1 The Viking CCS Pipeline is a development proposal by Chrysaor Production (UK) Limited. It is a 55km long pipeline intended to transfer captured carbon from Immingham (N E Lincolnshire), to Theddlethorpe (E Lindsey) where it will then be piped into the North Sea and injected into depleted gas reservoirs under the sea.
- 1.2 Onshore pipelines over 16.093 km (10 miles) in length are classified as Nationally Significant Infrastructure Projects (NSIPs) under section 14(1)(g) of the Planning Act 2008.
- 1.3 An NSIP project follows a different consenting regime to those planning applications typically considered by West Lindsey District Council. The applicant applies directly to the Government for a Development Consent Order (DCO). The Decision Maker will be the relevant Secretary of State – here, the Secretary of State for Energy Security and Net Zero (current role holder: The Rt Hon Claire Coutinho MP).
- 1.4 The Planning Inspectorate (PINS) are the Government Agency responsible for examining applications for NSIPs, known as the Examining Authority (ExA). Following examination, the ExA will make a recommendation to the relevant Secretary of State, who will make the final decision.
- 1.5 The Local Authority does not therefore determine the application. However, local authorities are strongly encouraged to participate in the NSIP process and examination.
- 1.6 The examination formally commenced on 26th March 2024, and the ExA is under a duty to complete the examination within six months, i.e. by Thursday 26th September 2024.
- 1.7 The ExA has invited West Lindsey District Council, as a host authority, to submit a Local Impact Report (LIR) and any Written Representations (WR) by Friday 26th April 2024 ('Deadline 1').

2.0 The Project

- 2.1 The development proposed is a carbon capture and storage (CCS) project. The UK Government has set a target of achieving Net Zero by 2050 and the Humber region is the largest emitter of carbon dioxide (CO₂) in the UK, emitting approximately 20 million tonnes per annum (mtpa).
- 2.2 The Viking CCS pipeline is a proposed 55.5km pipeline that would transport up to 10 million tonnes of carbon dioxide (CO₂) a year from Immingham (North East Lincolnshire) to the former Theddlethorpe Gas Terminal (East Lindsey) on the East Coast. It would then join an existing offshore pipeline where the CO₂ will be injected into depleted gas reservoirs, 2.7km below the sea bed. The project plans to store 10 million tonnes of carbon dioxide a year by 2030, and 15 million tonnes of carbon

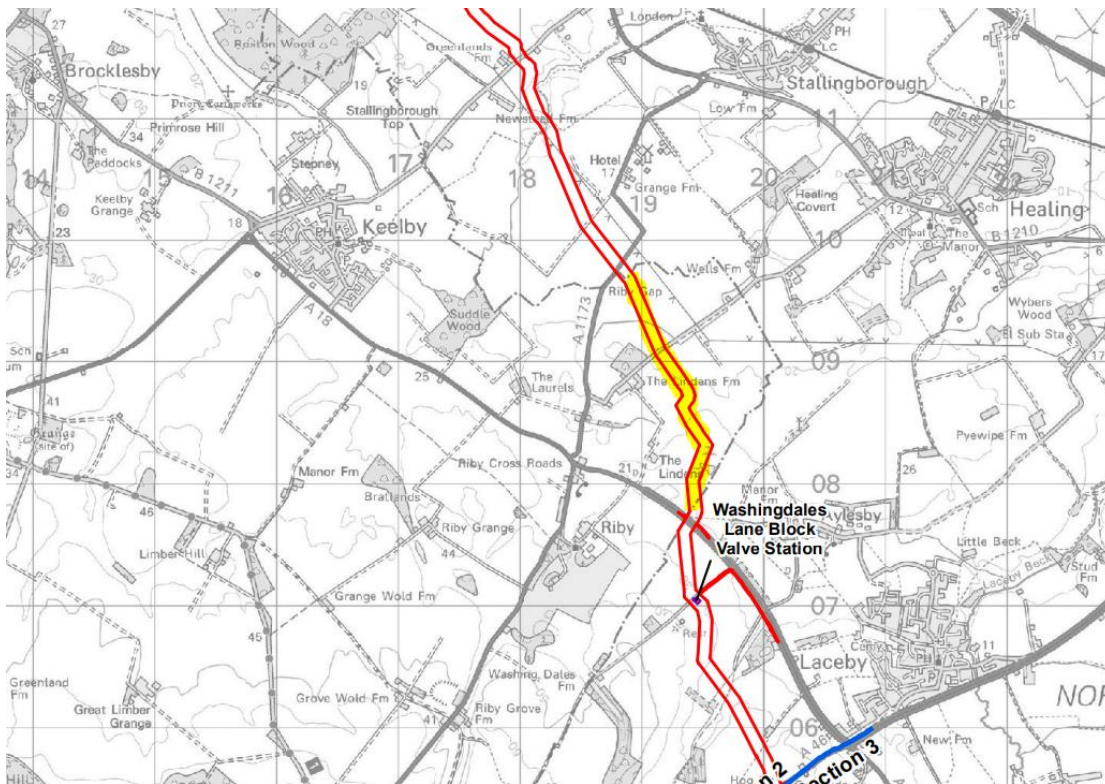
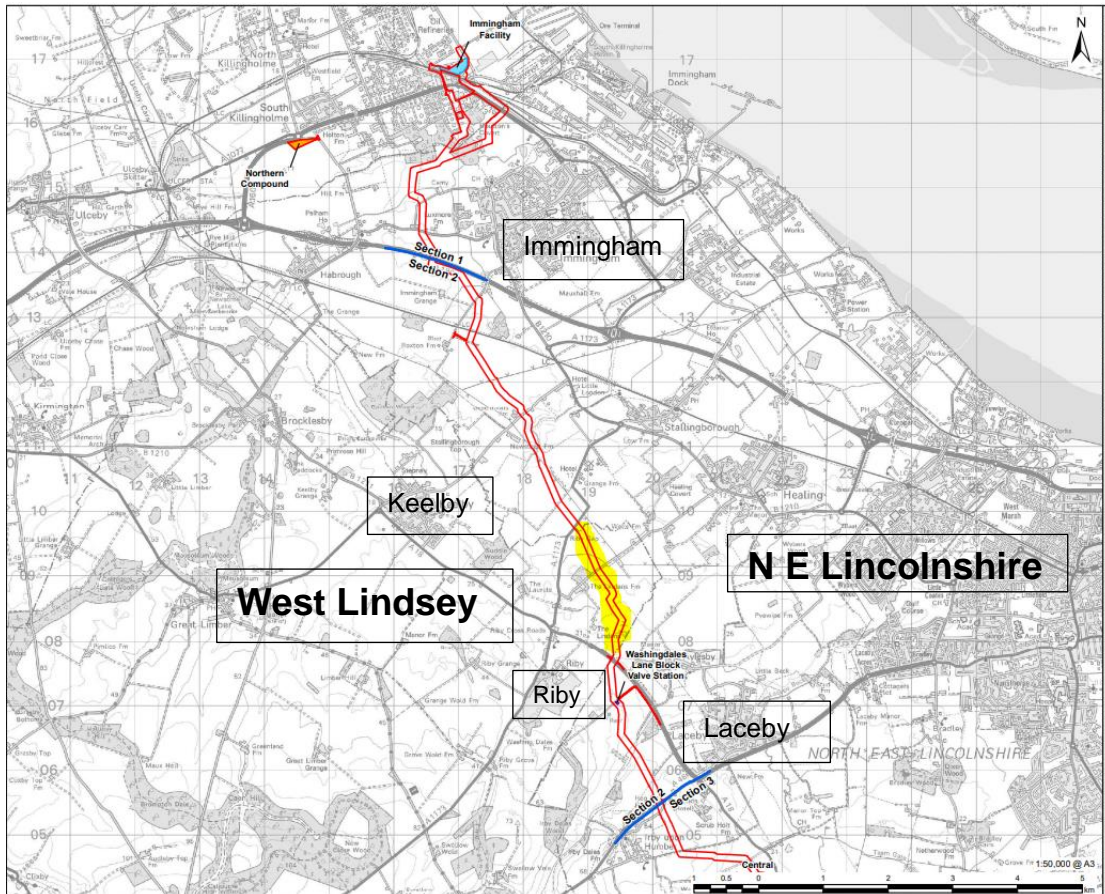
by 2035. The applicant claims the depleted Viking gas fields in the southern North Sea have been independently verified as having storage capacity for up to 300 million tonnes of CO₂.

2.3 The proposed development comprises the onshore elements of the scheme. Key components of the scheme will be:

- Immingham Facility;
- Approximately 55.5 km buried 24 inch (") onshore steel pipeline (including cathodic protection);
- Three Block Valve Stations;
- Theddlethorpe Facility
- Existing LOGGS Pipeline to the extent of the DCO Site Boundary and the Dune Isolation Valve;
- Temporary Works – construction compounds, temporary access points; and
- Other Works - permanent access, mitigation works, landscaping.

2.4 It will commence in the unitary authority of North East Lincolnshire where the pipeline will run approximately 22km; and into the County of Lincolnshire, partially through West Lindsey (2km) before running through East Lindsey (approximately 30km) to the coast.

2.5 Within West Lindsey itself, the project proposes for the pipeline to run below ground, at approximately 2,025 metres length – across agricultural fields. It would run approximately 2.5km away to the south east of the village of Keelby; and within 2km to the north east of the hamlet of Riby.



2.6 The pipeline will be designed for a minimum operational life of 25 years. The pipeline is expected to have an external diameter of 24" (609 mm) and be buried to a minimum depth of 1.2 m to the top of the pipe. This will be greater at crossing points of railways, roads and watercourses.

3.0 Local Impact Report (LIR)

3.1 As a “host authority”, the Examining Authority (ExA) has invited West Lindsey DC to submit a Local Impact Report (LIR).

3.2 A LIR is defined in legislation as ‘a report in writing giving details of the likely impact of the proposed development on the authority’s area (or any part of that area).’ (Planning Act 2008 Section 60(3)).

3.3 It is not a requirement for West Lindsey DC to submit an LIR. However, where one is submitted, the SoS is placed under a statutory duty to have regard to any Local Impact Report when making his decision. The National Infrastructure Planning advice note states that “as such local authorities should not underestimate the potential importance of this document in the context of the wider examination.”

3.4 The Advice note states that “Local authorities should cover any topics they consider relevant to the impact of the proposed development on their area. The LIR should be used by local authorities as the means by which their existing body of local knowledge and evidence on local issues can be reported to the ExA.”

3.5 In terms of its content, the guidance is clear that the LIR should cover any topics that they consider are relevant to the impact of the proposed development on their area. It does say:

“In producing a LIR, the local authority is not required to carry out its own consultation with the community. The report should consist of a statement of positive, neutral and negative local impacts, but it does not need to contain a balancing exercise between positives and negatives; nor does it need to take the form of a formal committee report. The Examining Authority will carry out a balancing exercise of relevant impacts, and these will include those local impacts specifically reported in the LIR. By setting out clearly evaluated impacts in a structured document, local authorities will assist the Examining Authority by identifying local issues which might not otherwise come to its attention in the examination process. It will also be very helpful to have the local authority’s appraisal of the proposed development’s compliance with local policy and guidance.”

3.6 The Advice Note does, however, make clear there is a distinction between LIRs and “written representations” – another key document that the local authority is being invited to make:

“Written representations and LIRs are distinct documents giving a local authority the opportunity to express information differently. The LIR is usually a technical document setting out an evidence based assessment of the impacts of a proposal on the communities affected. A written representation is the most appropriate document for a local authority to set out its view on the application i.e. whether or not it supports the application and its reasons.”

4.0 Written Representations (WR)

4.1 National Infrastructure Planning Advice Note 8.4 sets out that there is not a specific template for making Written Representations (WR). The advice does say:

“Written comments may support the application, object to the application, or be neutral. Comments and views can relate to the application as a whole or only address specific parts. It is also possible to support one aspect of the application and object to another. For example, a comment may support the location of a development, but object to the design of it. Comments may be about any aspect of the development or its impacts. It is very important that you explain the reasoning behind your views. The Examining Authority must have regard to any representations submitted by an Interested Party by the deadline set.”

4.2 As with the LIR, It is not mandatory for West Lindsey District Council to make written representations. However, this is the opportunity to set out the Council’s position and views on the development – to set out those aspects which we may wish to support, have a neutral view, or have objections to.

4.3 The Examining Authority must have regard to any WR submitted by the deadline. However, the Advice Note does say:

“Please note that once a representation is submitted it cannot be withdrawn. However, it is possible to provide further written and oral representations during the course of the examination, which can inform the ExA and interested parties if the local authority’s view or policy position changes, for example, due to a change in political leadership.”

5.0 Recommendations

5.1 It is recommended that West Lindsey District Council accepts the ExA invitation and submits a Local Impact Report (LIR) and written representations (WR) to the examination by deadline 1 (Friday 26th April).

5.2 In order to achieve this, both draft LIR and Written Representations have been prepared in advance for Members’ comment. The draft reports are appended to this report (see appendix 3 and 4).

5.3 It is recommended that the Committee review the draft LIR and WR, and delegate authority to the Director of Planning, Regeneration and Communities to complete, finalise and submit the final LIR and WR to the examination, taking into consideration committee’s comments, and having consulted with the Chair of this Committee.

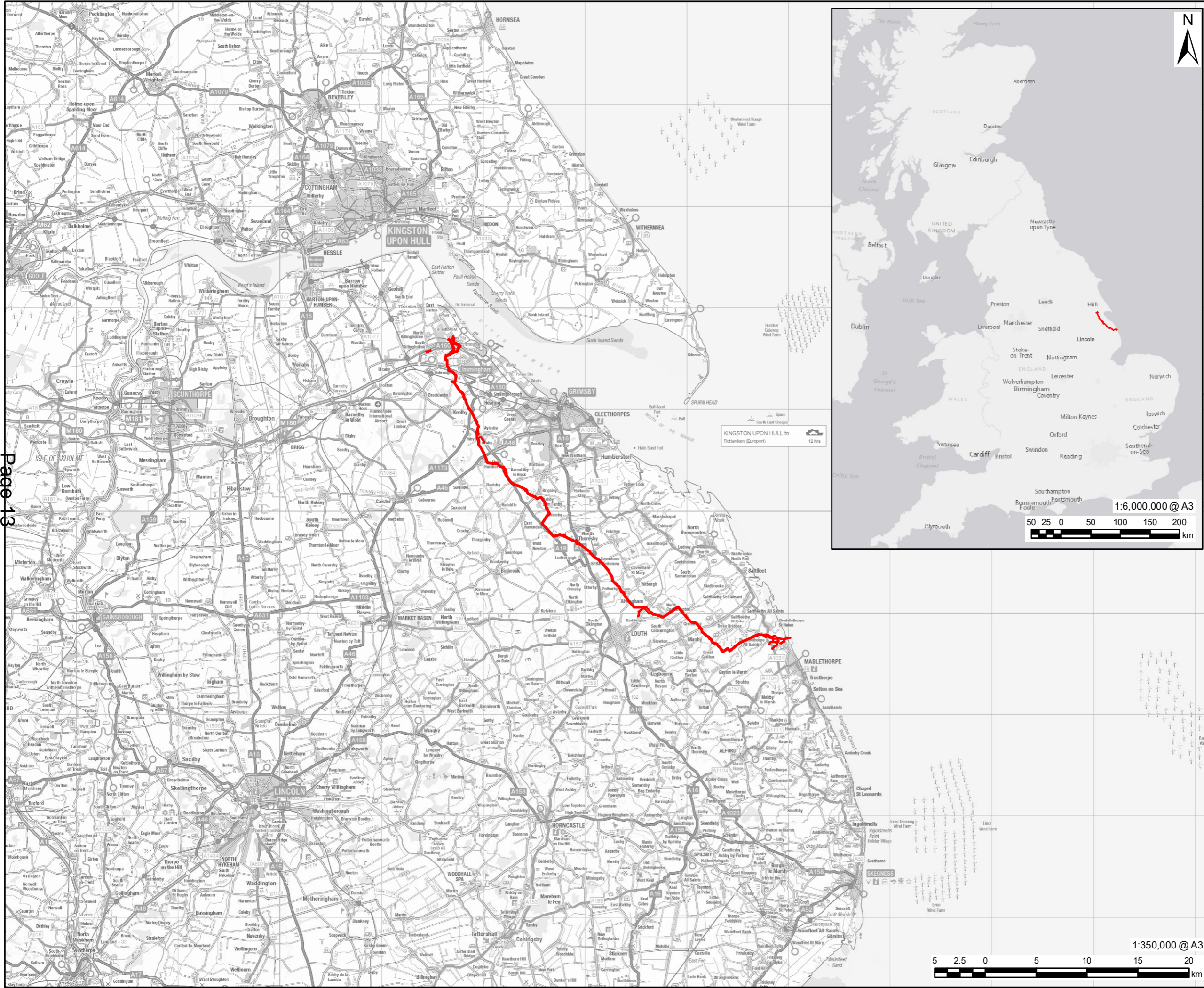


Viking CCS pipeline

4.1 Location Plan

Document Reference: EN070008/APP/4.1

Applicant: Chrysaor Production (U.K.) Limited,
a Harbour Energy Company
PINS Reference: EN070008
Planning Act 2008 (as amended)
The Infrastructure Planning (Applications: Prescribed Forms
and Procedure) Regulations 2009 - Regulation 5(2)(o)
Date: October 2023



VikingCCS

AECOM

PROJECT
Viking CCS Pipeline

LEGEND
 DCO Site Boundary

KINGSTON UPON HULL to
Rotterdam (Eairport) 12 hrs

1:6,000,000 @ A3
 50 25 0 50 100 150 200
 km

1:350,000 @ A3
 5 2.5 0 5 10 15 20
 km

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FIGURE TITLE
Location Plan
Regulation 5.2(o)
Application Document Reference 4.1
Sheet 1 of 1

ISSUE PURPOSE
 DCO APPLICATION
PROJECT NUMBER / REFERENCE
 60668955 / VCCS_230921_DCO_4-1

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- DCO Site Boundary
- Route Section Break
- Temporary Construction Compound
- Block Valve Station
- Immingham Facility

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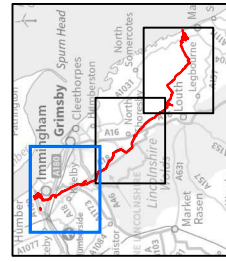


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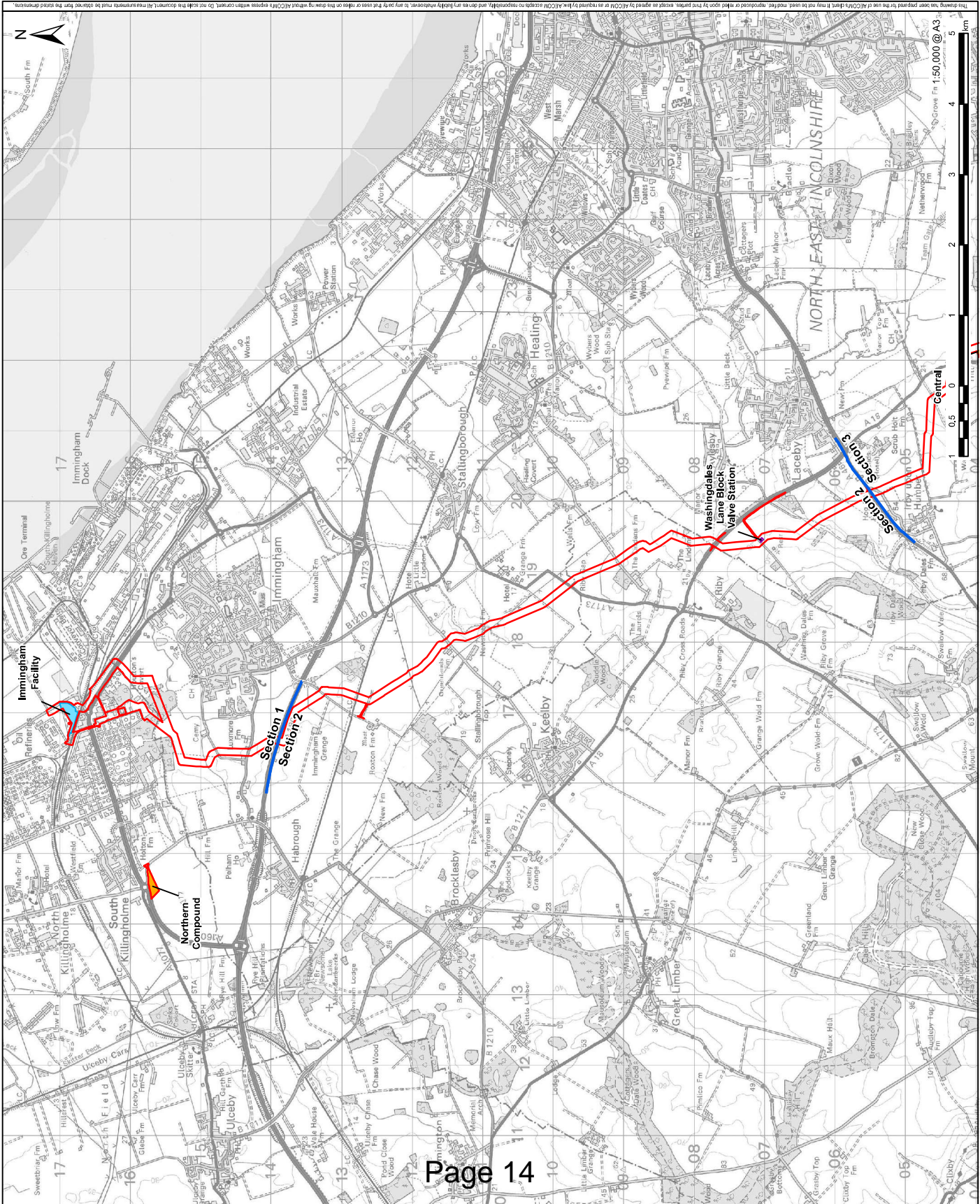
Figure 3-3 (1 of 3)
 Viking CCS Pipeline -
 Key Components

ISSUE PURPOSE

ENVIRONMENTAL STATEMENT

PROJECT NUMBER / REFERENCE

60668955 / VCCS_231023_ES_3-3



- DCO Site Boundary
- Route Section Break
- Temporary Construction Compound
- Block Valve Station

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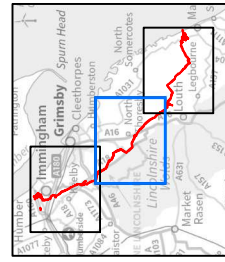


FIGURE TITLE

Figure 3-3 (2 of 3)

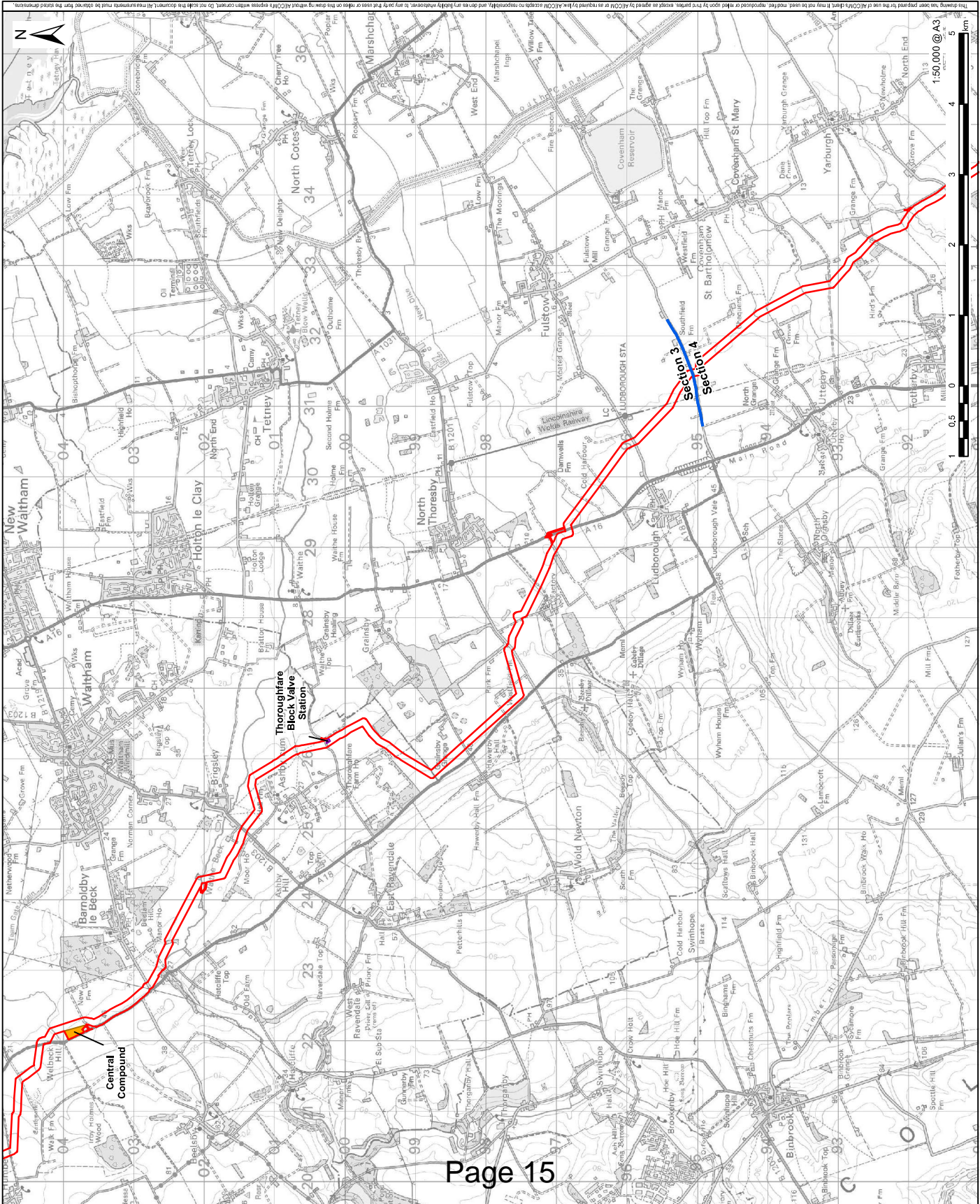
Viking CCS Pipeline - Key Components

ISSUE PURPOSE

ENVIRONMENTAL STATEMENT

PROJECT NUMBER / REFERENCE

60668955 / VCCS_231023_ES_3-3



LEGEND

- DCO Site Boundary
- Route Section Break
- Dune Isolation Valve
- Temporary Construction Compound
- Block Valve Station
- Theddlethorpe Facility

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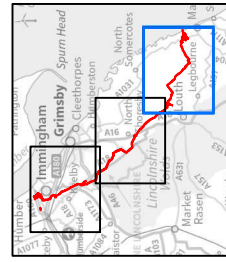
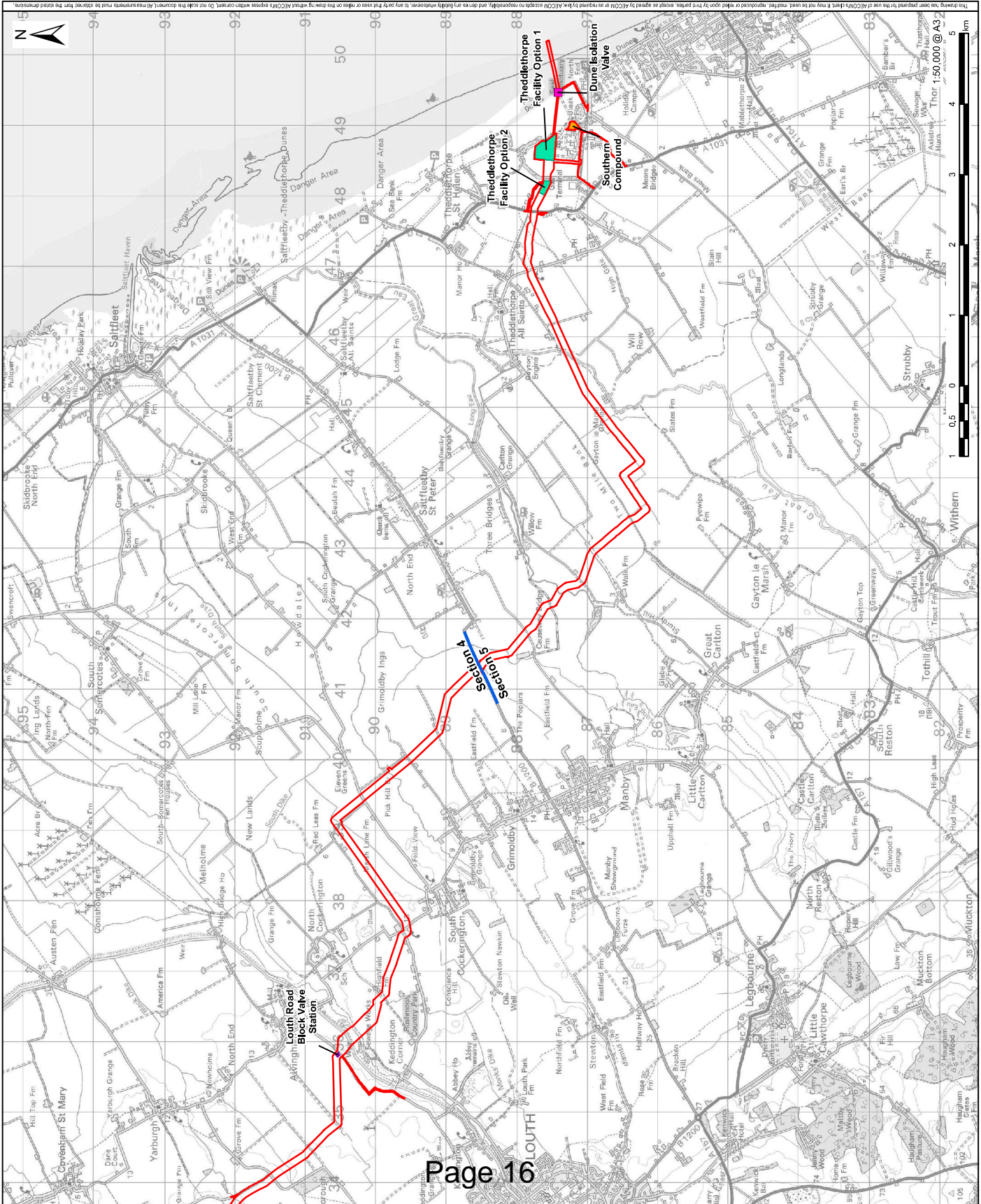


FIGURE 3-3 (3 of 3)
Viking CCS Pipeline - Key Components

ISSUE PURPOSE
 ENVIRONMENTAL STATEMENT
 PROJECT NUMBER / REFERENCE
 60668955 / VCCS_231023_ES_3-3



Viking CCS Pipeline

Local Impact Report- DRAFT

EN070008

West Lindsey District Council

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1. Introduction and Scope

1.1 This report comprises of the Local Impact Report (LIR) of West Lindsey District Council (WLDC) in response to the DCO for the Viking CCS Pipeline.

1.2 WLDC have had regard to the purpose of the LIRs as set out in s60(3) of the Planning Act 2008 (as amended); Department for Levelling Up, Housing and Communities' (DLUHC) Guidance for the examination of applications for development consent; the Planning Inspectorate's Advice Note One, Local Impact Reports; and the Planning Inspectorate's Example Documents, in preparing this LIR.

1.3 The LIR primarily relates to the impacts of the proposed development as it affects the administrative areas of WLDC; however, it also assesses the impacts of the proposals as a whole, where it is considered to be appropriate. WLDC has responded to the most relevant topics within the District and would defer to the more specialist views of Lincolnshire County Council in relation to highways and archaeology.

1.4 Overview of Proposed Development

1.5 The proposed development known as the Viking CCS Pipeline, would consist of a new onshore underground pipeline at a length of c. 55km. The pipeline would transport carbon dioxide from the industrial area of the Humber to the former Theddlethorpe Gas Terminal on the Lincolnshire Coast. The transported carbon dioxide would then connect into the existing Lincolnshire Offshore Gas Gathering System for 120km to a new 20k section of subsea pipeline connected to offshore connection facilities for permanent storage into the Viking area under the north sea in depleted gas reservoirs below the seabed. Main parts of the proposal comprise of;

- The Immingham Facility- to be located on an area of disused land to the south of the VPI Immingham combined heat and power plant;
- Onshore steel pipeline from Immingham to Theddlethorpe. The pipeline would have an external diameter of 24inches and buried to a max depth of 1.2m to the top of the pipeline;
- Three block valve stations within fenced compounds;
- Theddlethorpe facility- Two options are currently being considered- Option 1 - on the former Theddlethorpe Gas Terminal (TGT) Site and Option 2 - on arable land to the west of the former TGT;
- Replacement of dune isolation valve;
- Three construction compounds, temporary access tracks would be required during the construction period.

1.6 The order limit has been separated into five sections from north to south, a short section, approximately 2km of the pipeline would run through the administrative boundary of West Lindsey to the northeast of the settlement of Riby. The DCO order limit also runs adjacent to the WLDC administrative boundary at Keelby.

1.7 One of the three block valve stations (Washingdales Lane), which lies within the administrative boundary of North East Lincolnshire would be located c. 400m south of the WLDC boundary to the south of Riby.

2. Legislative and Policy Context

2.1 National Policy

2.2 The Secretary of State (SoS) is required to have regard to any relevant national policy statement (NPS), amongst other matters, when deciding whether to grant a DCO. Where there is a relevant NPS in place DCO applications are determined in line with Section 104 of the PA2008. Where there is no relevant NPS in place then Section 105 of the PA2008 takes effect and provides the legal basis for determining DCO applications. Section 105 requires the SoS to consider 'important and relevant' matters which includes this LIR and any matters which the SoS thinks are both important and relevant to its decision.

2.3 The now withdrawn 2011 NPS's EN-1 - Overarching National Planning Policy Statement for Energy and EN-4 - National Planning Policy Statement for Gas Infrastructure and Gas and Oil Pipelines, were replaced in January 2024. However, under the transitional arrangements the Viking CCS Pipeline is required to be considered under the 2011 NPS's. The updated EN-1 and EN-4 (dated November 2023) that came into force 17 January 2024, will however be a significant consideration to the determination of this proposal.

2.4 NPS EN-1 (2011) sets out national policy for energy infrastructure to be decided against. This type of development is not specifically accounted for in EN-1 (2011), however, paragraph 3.3.5 of EN-1 (2011), states that "*The UK is choosing to largely decarbonise its power sector by adopting low carbon sources quickly. There are likely to be advantages to the UK of maintaining a diverse range of energy sources so that we are not overly reliant on any one technology (avoiding dependency on a particular fuel or technology type). Government would like industry to bring forward many new low carbon developments (renewables, nuclear and fossil fuel generation with CCS) within the next 10 to 15 years to meet the twin challenge of energy security and climate change as we move towards 2050.*"

2.5 NPS EN-1 (November 2023) updates the 2011 EN-1 and sets out the Government's policy for delivery of major energy infrastructure and confirms the commitment to the 2050 net zero Greenhouse Gases (GHG) emission target set through the Climate Change Act 2008 (2050 Target Amendment) Order 2019. EN-1 (2023) places a greater emphasis on Carbon Capture Storage (CCS) and identifies an urgent need for new CCS infrastructure to support the transition to a net zero economy. New CCS infrastructure, CCS technologies, pipelines and storage infrastructure are considered to be critical national priority (CNP) infrastructure.

2.6 EN4 (2023) should be read in conjunction with EN-1 (2023). EN-4 recognises that pipelines could carry different types of gas but states that the NPS only has effect for those nationally significant infrastructure pipelines which transport natural gas or oil. EN-4 states that the need for CCS infrastructure is established in Section 3.5 of overarching EN-1 and the NPS does not have effect for CCS infrastructure, but it may contain information that is important and relevant to the SoS decision on applications for CCS infrastructure.

2.7 The National Planning Policy Framework (NPPF) (December 2023) at paragraph 5 states that the document does not contain specific policies for NSIPs. These are to be determined in accordance with the decision-making framework set out in the Planning Act and relevant NPS's for nationally significant infrastructure projects, well as any other matters that are considered both important and relevant.

2.8 Development Plan

2.9 So far as the development being within the WLDC boundary, the Central Lincolnshire Local Plan (CLLP) forms part of the development plan for West Lindsey (replacing the previous Central Lincolnshire Local Plan, adopted in 2017). The Local Plan was adopted on 13th April 2023 and therefore represents an 'up to date' statutory development plan to which significant weight should be afforded in decision making under section 105 of the PA 2008.

2.10 The relevant policies are as follows:

Policy S1: The Spatial Strategy and Settlement Hierarchy

Policy S5: Development in the Countryside

Policy S16: Wider Energy Infrastructure

Policy S21: Flood Risk and Water Resources

Policy S47: Accessibility and Transport

Policy S48: Walking and Cycling Infrastructure

Policy S53: Design and Amenity

Policy S54: Health and Wellbeing

Policy S57: The Historic Environment

Policy S59: Green and Blue Infrastructure Network

Policy S60: Protecting Biodiversity and Geodiversity

Policy S61: Biodiversity Opportunity and Delivering Measurable Net Gains

Policy S62: Area of Outstanding Natural Beauty and Areas of Great Landscape Value

Policy S66: Trees, Woodland and Hedgerows

Policy S67: Best and Most Versatile Agricultural Land

2.11 There are no Neighbourhood Plans within the WLDC District that are relevant to the development.

3. West Lindsey District Council Identified Impacts

3.1 Approximately 2km of the pipeline would run through the administrative boundary of West Lindsey to the northeast of the settlement of Riby, through agricultural fields and across the A18- Barton Street. In addition to this there is a proposed Block Valve Station (Washingdales Lane- Document reference EN070008/APP/4.14) located c. 400m to the southeast of the WLDC administrative boundary.

3.2 The following sections identify the relevant policies within the development plan and other local policy, the key issues raised by the proposed development, so far as they are relevant to the West Lindsey District and the extent to which the applicant addresses them and thus the proposal complies with local policy.

3.3 Principle of the Development

3.4 Policy S1 of the CLLP states that; *The spatial strategy will focus on delivering sustainable growth for Central Lincolnshire that meets the needs for homes and jobs, regenerates places and communities, and supports necessary improvements to facilities, services and infrastructure.*

3.5 Policy S16 (Wider Energy Infrastructure) of the CLLP states that; *The Joint Committee is committed to supporting the transition to net zero carbon future and, in doing so,*

recognises and supports, in principle, the need for significant investment in new and upgraded energy infrastructure.

Where planning permission is needed from a Central Lincolnshire authority, support will be given to proposals which are necessary for, or form part of, the transition to a net zero carbon sub-region, which could include: energy storage facilities (such as battery storage or thermal storage); and upgraded or new electricity facilities (such as transmission facilities, sub-stations or other electricity infrastructure).

However, any such proposals should take all reasonable opportunities to mitigate any harm arising from such proposals, and take care to select not only appropriate locations for such facilities, but also design solutions (see Policy S53) which minimises harm arising.

3.6 Policy S16 does not specifically reference CCS infrastructure and whilst the Viking CCS pipeline is not a proposal for energy infrastructure, its development would help contribute towards meeting net zero targets by assisting with the decarbonisation of industry in the Humber region and is therefore considered to be within the broader themes of Policy S16.

3.7 NPS (National Policy Statement) EN-1 sets out the national policy for energy infrastructure and is an overarching document that does not specifically cover CCS. However, it does include high level support for CCS projects. NPS EN-1 outlines the Government's ambition to reach the legally binding net zero target by 2050. NPS EN-1 recognises that: *"the most likely method for transporting the captured CO₂ is through pipelines"*.

3.8 WLDC are generally supportive of the decarbonisation development across the Humber and Lincolnshire regions, and the opportunities for new inward investment into a future low-carbon economy. WLDC recognises that such developments as this, can help to meet targets for reducing carbon emissions, leading to positive impacts. For the Council to be fully supportive of the proposals it must be demonstrated that environmental impacts arising from the development are managed and/or mitigated through the DCO process.

3.9 Ecology and Biodiversity

3.10 Policy S60 (Protecting Biodiversity and Geodiversity) of the CLLP states that: *development proposals will be considered in the context of the relevant Local Authority's duty to promote the protection and recovery of priority species and habitats. Where adverse impacts are likely, development will only be supported where the need for and benefits of the development clearly outweigh these impacts. In such cases, appropriate mitigation or compensatory measures will be required.*

3.11 Policy S61 (Biodiversity Opportunity and Delivering Measurable Net Gains) of the CLLP states that; *all qualifying development proposals must deliver at least a 10% measurable biodiversity net gain (BNG) attributable to the development. The net gain should be calculated using Natural England's Biodiversity Metric and be provided on-site where possible. Unless specifically exempted by Government, a biodiversity gain plan should be submitted providing clear and robust evidence for biodiversity net gains and losses. This plan should also include details of the pre-development biodiversity value of the onsite habitat, the post-development biodiversity value of the onsite habitat following implementation of the proposed ecological enhancements/interventions, and an ongoing management strategy for any BNG proposals.*

3.12 Policy S66 (Trees, Woodland and Hedgerows) of the CLLP states that; *planning permission will only be granted if the proposal provides evidence that it has been subject to adequate consideration of the impact of the development on any existing trees and woodland found on-site. Proposals for new development will also be expected to retain existing hedgerows where appropriate and integrate them fully into the design, having regard to their management requirements.*

3.13 In terms of Ecology, the information within Chapter 6 of the ES has been reviewed, this chapter details the potential ecological effects of the proposed development. The tables 6-12 to 6-15 (inclusive) give a suitable summary of ecological interest features and the likely significant effects. The tables also include mitigation and residual effects from the proposed development. In terms of protected and priority species, a range of desk based and field surveys have been undertaken to identify any species which may be within the DCO limits. The level of survey work and methods within Chapter 6 are considered to be appropriate. Some survey work would be required post application to ensure the surveys and mitigation is still appropriate.

3.14 The applicants ES highlights a series of potential impacts on ecology during the construction stage. Measures to protect species are proposed to be incorporated into a CEMP, this should be secured in the DCO. Subject to the appropriate mitigation measures, WLDC considers that there would be a **minor negative** impact on ecology.

3.15 BNG for NSIP proposals is not mandatory however it is good practice for such schemes so provide 10%. Due to the scale of the development, it is expected that BNG should be delivered and the applicant's intention to deliver 10% is welcomed.

3.16 The Applicant sets out the methodologies and details the baseline and post development BNG assessment for the Proposed Development in [APP-125] 6.7.1 Initial Biodiversity Net Gain Assessment and sets out the approach to delivering BNG in [APP-126] 6.7.2 Draft Biodiversity Net Gain Strategy. Post development, the metric shows that there would be *Areas of permanent habitat loss related to above ground installations are predicted to result in a net loss of 7.44% for area-based habitat units, a net loss of 30.24% for hedgerow units and a net loss of 0.68% for watercourse units.*"

The applicant considers that the following should be achievable. *"a net gain of 10.42% for area-based habitat units, a net gain of 2597.43% for hedgerow habitats and a net gain of 26.12% for watercourse habitats"*

3.17 So far as the pipeline running through the WLDC boundary is concerned the development would involve the removal of some trees and partial removal of hedgerows in the section of the pipeline route that runs through the WLDC district. The trees within the DCO limits have been assessed in the ES Appendix 6-10 Arboriculture Report (EN070008/APP/6.4.6.10) upon reading the submission the trees to be removed are either Category B or C trees as well as partial hedgerow removal.

3.18 WLDC recognises that the routing of the pipeline has been done to minimise as much as practicable the impacts upon the trees and woodland to be retained and welcomes the proposed protection measures, minimal hedgerow removal and working width reductions where necessary. In terms of mitigation, this will be in the form of new tree planting and associated landscaping works detailed within the Outline Landscape and Ecological

Management Plan which will in turn provide compensatory measures for the loss of habitats. Overall the council considers that the development would bring **positive** benefits in terms of BNG and compensatory tree and hedgerow planting.

3.19 Landscape and Visual

3.20 Policy S53 (Design and Amenity) of the CLLP states that; *all development must achieve high quality sustainable design that contributes positively to local character and landscape. Development proposals should be based on a sound understanding of the context, integrate into the surroundings, relate well to the site, contribute to the sense of place, and protect any important local views into, out of, or through the site.*

3.21 Policy S62 (Area of Outstanding Natural Beauty and Areas of Great Landscape Value) of the CLLP seeks to protect the Lincolnshire Wolds AONB from adverse impacts from development proposals within or affecting the setting of the AONB. Proposals which will result in an adverse impact on the AONB or which fail to demonstrate that they will not have an adverse impact taking into account any mitigation proposed, will not be supported. The policy also seeks to protect locally designated Areas of Great landscape Value (AGLV).

3.22 The proposals include a block valve station at Washingdales Lane (c.400m to the southeast of the WLDC boundary and adjacent to the AGLV designation)- See Appendix 1. The WLDC section of the pipeline would run adjacent to an Area of Great Landscape Value nearby to Riby.

3.23 Much of the visual impacts within the district would likely be through the construction process and would therefore be temporary. A temporary access road is proposed along Barton Street and a construction laydown area is sited directly adjacent to the north boundary of the WLDC boundary, again these are temporary during the construction period and would not have a permanent visual impact upon the landscape. Once complete, the operation and maintenance of the buried pipeline would not have significant impacts upon landscape character or the AGLV designation.

3.24 The proposed Washingdales Lane Block Valve Station would be sited close to the AGLV designation. Cumulatively the compound measures 38m by 43m, visual mitigation is in the form of 10m wide planting strips surrounding the 3.2m high mesh fencing. The scale of the block valve station itself is minor and it is due to this scale that the council considers that visual impacts would not be harmful upon the character of the AGLV. The council considers that there would be a **neutral** impact upon the landscape and AGLV.

3.25 Archaeology and Historic Environment

3.26 With regard to Archaeology, Policy S57 (The Historic Environment) of the CLLP states that; *Development affecting archaeological remains, whether known or potential, designated or undesignated, should take every practical and reasonable step to protect and, where possible, enhance their significance. Planning applications for such development should be accompanied by an appropriate and proportionate assessment to understand the potential for and significance of remains, and the impact of development upon them. If initial assessment does not provide sufficient information, developers will be required to undertake field evaluation in advance of determination of the application. This may include a range of techniques for both intrusive and non-intrusive evaluation, as appropriate to the site.*

3.27 With regard to Listed Buildings and their settings Policy S57 states that; *Development proposals that affect the setting of a Listed Building will, in principle, be supported where they make a positive contribution to, or better reveal the significance of the Listed Building.*

3.28 There are no designated heritage assets within the WLDC section of the DCO pipeline route. Nearby designated heritage assets, so far as they are within the WLDC boundary are as follows;

Riby- Grade II* Listed Buildings; Church of St Edmund, Riby [129].

Grade II Listed Buildings; Barn at Church Farm, Riby [153]; Church Farmhouse, Riby [154].

Keelby- Grade I Listed Buildings; Church of St Bartholomew, Keelby [134]; No 9 shop and Church End Farm, Keelby [135];

Grade II Listed Buildings; Village hall, Keelby [157]; Manor House, Keelby [158]; No 1 and outbuildings and railings, Keelby [159]; Churchyard cross at Church of St Bartholomew, Keelby [120] (also a scheduled monument); Rifle range, Keelby [160];

Numeric references above are taken from the ES Volume IV- Appendix 8-1: Historic Environment Desk Based Assessment. Document Ref: EN070008/APP/6.4.8.1.

3.29 It is not considered that the pipeline itself would result in a permanent change to the setting of the designated assets detailed above. The ground will be reinstated once construction and laying of the pipeline has been undertaken. The temporary construction access and laydown areas would also be removed following the development. So far as the impacts upon designated heritage assets within the WLDC district boundary the council considers the impacts would be **neutral**.

3.30 With regard to below ground archaeological impacts, to the east of the Lindens in Riby, a possible moated site is visible on aerial photographs with an associated leat extending to the west across the site boundary, it is located immediately east of the DCO site boundary. The construction of the pipeline would have a direct physical impact upon the leat. It is not considered that the impact would be significant, however WLDC would defer to the comments and specialist views of Lincolnshire County Councils Archaeologists, as a whole, in this regard.

3.31 WLDC has been informed by the applicant that the trial trenching programme will be commencing on site and a WSI for the trenching programme has been produced and is to be reviewed and discussed with the relevant authority.

3.32 The Applicant's evaluation of the impact on buried heritage assets concludes that during construction, in all sections, there would be direct physical permanent impact on any as of yet unidentified archaeological remains within the DCO boundary, the applicants have concluded in their ES that the development as a whole would have a **negative** impact upon heritage assets, the council would agree with this at this stage.

3.33 Agriculture and Soils

3.34 Policy S67 (Best and Most Versatile Agricultural Land) of the CLLP states that *proposals should protect BMV agricultural land so as to protect opportunities for food*

production and the continuance of the agricultural economy. Significant development resulting in the loss of BMV agricultural land will only be supported if:

- The need for the proposed development has been clearly established and there is insufficient lower grade land available;*
- The benefits and/or sustainability considerations outweigh the need to protect such land, when taking into account the economic and other benefits of the BMV agricultural land;*
- The impacts of the proposal upon ongoing agricultural operations have been minimised through the use of appropriate design solutions; and*
- Where feasible, once any development which is supported has ceased its useful life, the land will be restored to its former use.*

3.35 The Applicant has undertaken a desk-based study to assess the impact of the development on agriculture and soils. Within Chapter 10 (Doc reference EN070008/APP/6.2.10) of the applicants ES, the WLDC section of the pipeline lies within Section 2 of the Study Area. Within Section 2 the Proposed Working Area covers 29.59 ha, comprising 9.02 ha of Grade 2 (Very Good) and 20.57 ha of Grade 3 land (good to Moderate).

3.36 During the construction phase the development would result in the loss of use and disturbance to large areas (whole development) of large areas of BMV agricultural land. Permanent loss would occur through the development of the Theddlethorpe facility and its new access road as well as the three block valve stations. During the development there would be a loss of use and disturbance to areas of BMV land, this would be short term. The applicant considers that there would be no permanent loss of BMV land along the pipeline route. The applicant has outlined Soil management during construction in their Outline Soil Management Plan ES Volume 2 Appendix 10-1, the measures in the plan are welcomed. So far as the pipeline runs through the WLDC district the council consider that there is **neutral** impact upon BMV land.

3.37 Traffic and Transport

3.38 Policy S47 of the CLLP states that; *Development proposals which contribute towards an efficient and safe transport network that offers a range of transport choices for the movement of people and goods will be supported.*

All developments should demonstrate, where appropriate, that they have had regard to the following criteria:

- a) Located where travel can be minimised and the use of sustainable transport modes maximised;*
- b) Minimise additional travel demand through the use of measures such as travel planning, safe and convenient public transport, car clubs, walking and cycling links and integration with existing infrastructure;*
- c) Making allowance for low and ultra-low emission vehicle refuelling infrastructure.*

3.39 Within the WLDC district boundary a new temporary access road would be installed along Barton Street, a laydown area is also to be located directly north of the WLDC boundary to the northeast of Riby.

WLDC has had regard to the assessment within the ES Volume II- Chapter 12, Transport and Accessibility is appropriate and provides a realistic estimate of HGV and car traffic associated with the development during construction and shows that the impact would be within acceptable levels on the road network. This information has also included trip generation for construction traffic and workers. WLDC agrees that the operational phase of the development would not result in any severe impact. During construction mitigation is proposed to be managed by the detailed Construction Traffic Management Plan (CTMP), this is considered to be acceptable.

3.40 WLDC would further defer to any comments/impacts made by Lincolnshire County Council as the Highways Authority for WLDC in this regard.

3.41 Major Accidents and Disasters

3.42 ES Chapter 19: Major Accidents and Disasters gives an assessment of the major accidents and disasters that have the potential to arise from construction to decommissioning stage. Included within this is the assessment of reasonably foreseeable worst case environmental consequences and measures to prevent or mitigate the significant adverse effects on the environment.

Other key documents and systems of note are as follows;

- Risk management system and adherence to all applicable HSE guidelines;
- Adherence to the CEMP;
- Undertaking additional studies, where required, to produce an inherently safer design and to ensure residual risks are managed to be ALARP;
- Preparation of bespoke incident response plans to ensure reasonably foreseeable incidents can be managed appropriately; and
- Developing detailed emergency plans for dealing with potential major incidents.

3.43 It is noted that Carbon Dioxide (CO₂) is not defined as a dangerous fluid under Pipeline Safety Regulations and, as such, CO₂ pipelines are not classified as Major Accident Hazard Pipelines (MAHPs). CO₂ is not flammable and will not support combustion and the risk from explosions is low. The key risks to people relate to its potential to act as a toxic material by inhalation at concentrations in excess of 5%v/v and as an asphyxiant at concentrations in excess of 50%v/v where it displaces oxygen in air to dangerously low levels. , It is noted the ES considers the most likely cause is due to an external event (e.g. a landslide) rather than an operational issue. The ES concludes that the risk of a pollution accident is very low.

3.44 One of the key documents is the Draft Construction Environmental Management Plan (CEMP) (ES Volume IV Appendix 3.1 (Application Document 6.4.3.1.)), this sets out additional mitigation measures identified in this assessment of likely significant effects within the Mitigation Register. Section N of the register sets out additional mitigation measures in respect of major accidents and disasters. N11 relates to fire detection and states that fire protection measures will be installed at other development and at the Proposed Development. The Operational Phase Mitigation (ES Volume IV, Appendix 3.6 (Application Document 6.4.3.6)) sets out mitigation measures identified in this assessment of likely significant effects during operation, the design of the proposed development will allow for it

to be shutdown safely in an emergency. It is noted that the ES concludes that the risks are mitigated to a 'tolerable' level and the effects are concluded 'not significant'.

3.44 WLDC agrees with assessment, risk descriptions and mitigation measures contained within table 19-6- Assessment of Short -Listed Major Accident and Disasters and the methodology contained within the Draft Emergency Response Plan as well as the proposed three-level response plan. Such mitigation and emergency response plans should be secured in the DCO.

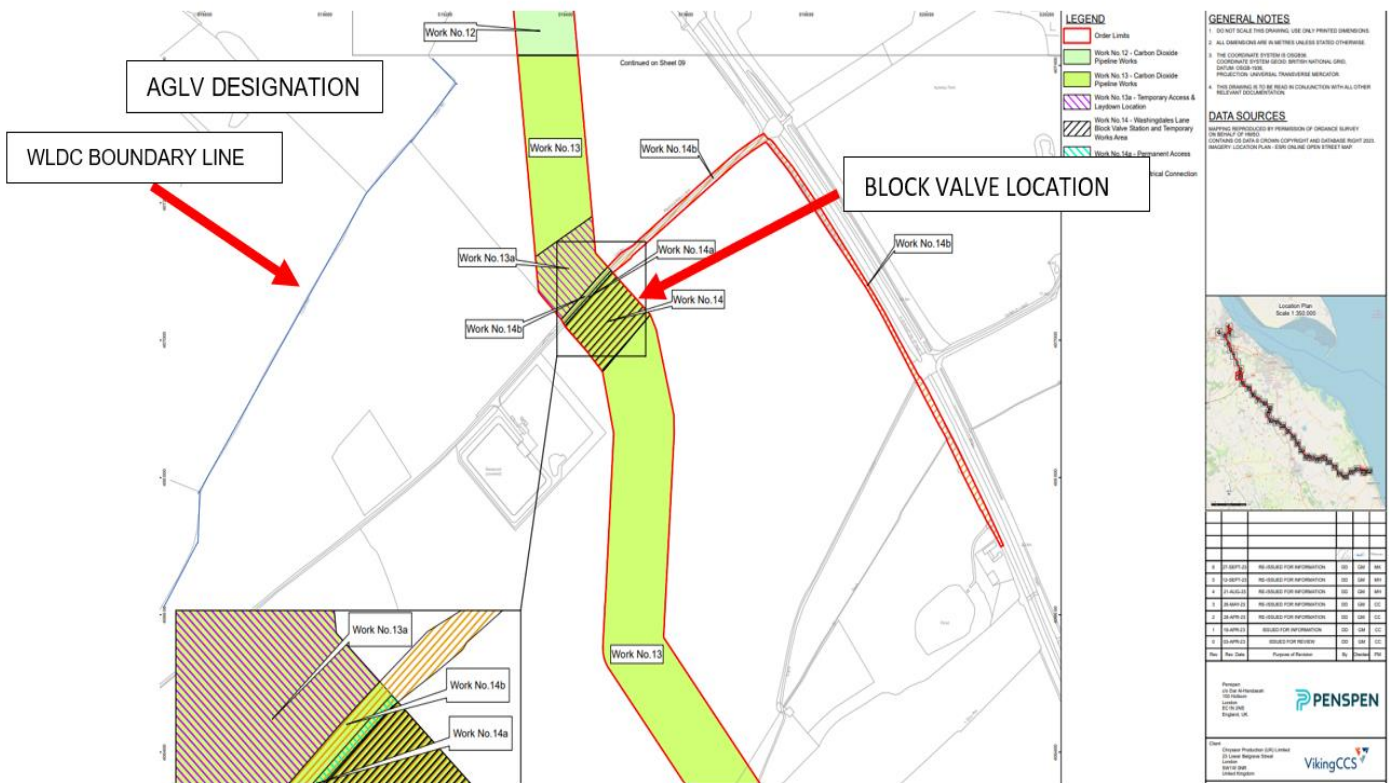
4. Conclusion

4.1 To conclude, WLDC consider the overarching aims of the Viking CCS pipeline accord with the Central Lincolnshire Local Plan's aims to result in carbon reduction and aim towards net zero. It is overall considered that the effects of development will be **neutral** at a District Level. The necessary mitigations should be secured by the DCO to minimise the negative impacts identified in the applicant's submission.

4.2 WLDC requests that the Examining Authority and Secretary of State have regard to this Local Impact Report when making its decision in addition to any further written representations that WLDC may wish to make during the Examination process.

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Appendix 1- Block Valve Location in relation to WLDC and AGLV Boundaries



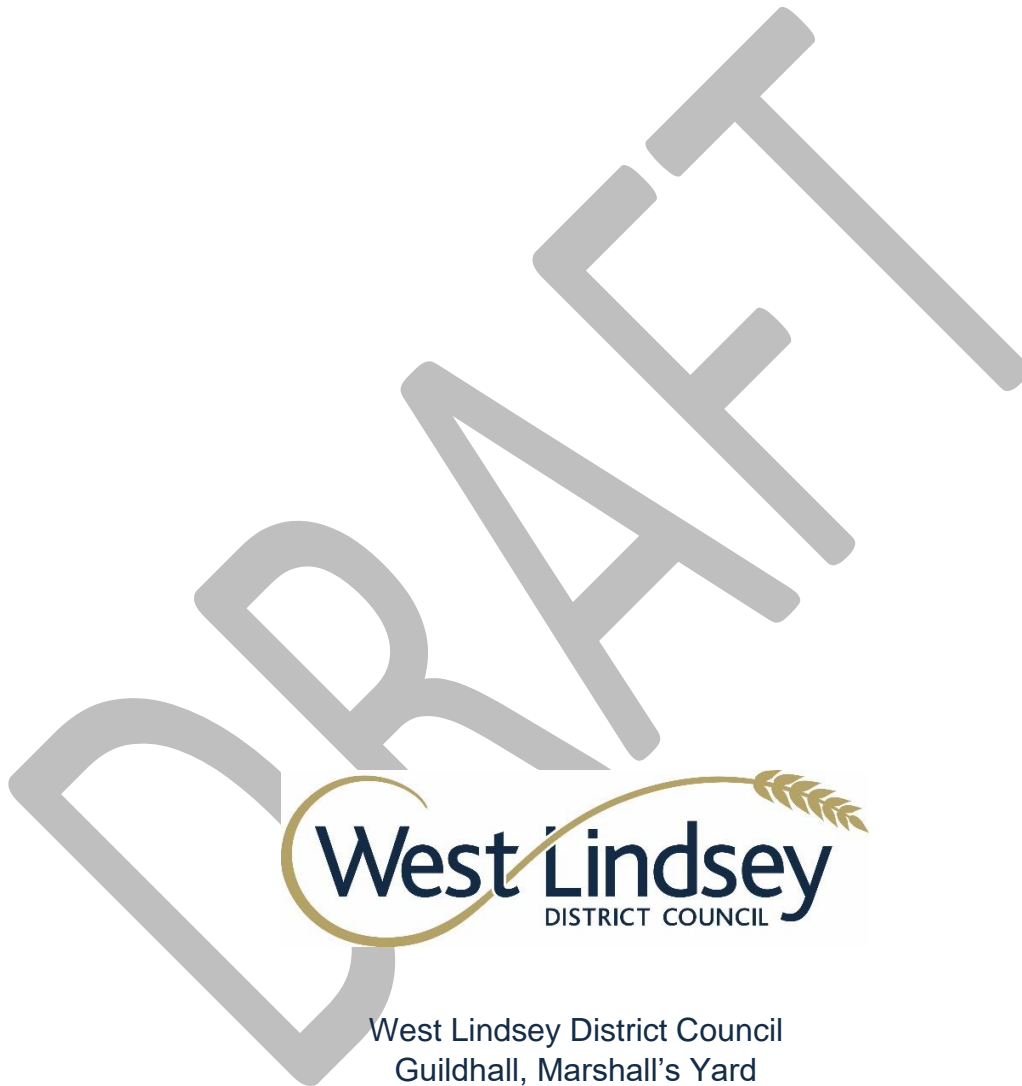
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Appendix 2 – Central Lincolnshire Local Plan (Adopted April 2023)

[CLLP to be inserted]

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West Lindsey District Council
Guildhall, Marshall's Yard
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Written Representations

EN070008

West Lindsey District Council

1. Introduction

1.1 The proposed development comprises of the Viking CCS Pipeline, a Nationally Significant Infrastructure Project. The project consists of a 55km pipeline that will transport up to 10 million tonnes of carbon dioxide a year from Immingham to the former Theddlethorpe Gas Terminal. From here, it will join an existing offshore pipeline to the Viking area within the UK southern North Sea, where the carbon dioxide will be injected into depleted gas reservoirs 2.7km beneath the seabed. Associated infrastructure and ancillary works are also proposed. The applicant is Chrysaor Production (UK) Limited.

1.2 WLDC is one of the host authorities for the project. The other host authorities consist of North Lincolnshire, North East Lincolnshire, East Lindsey and Lincolnshire County Council.

1.3 So far as WLDC is concerned the pipeline would run underground through the District for approximately 2km, from the north east of the settlement of Riby, through agricultural fields, across the A18 and down to the south east where it enters into North East Lincolnshire. One of three proposed block valve stations (Washingdales Lane) will lie outside of, but close to (400m) the District boundary to the south east of Riby.

2. Local and National Policy

2.2 The Central Lincolnshire Local Plan (CLLP) forms part of the development plan for West Lindsey (replacing the previous Central Lincolnshire Local Plan, adopted in 2017). The Local Plan was adopted on 13th April 2023 and therefore represents an 'up to date' statutory development plan to which significant weight should be afforded in decision making under section 105 of the PA 2008.

2.3 The Central Lincolnshire Joint Strategic Planning Committee (CLJSPC) recognises that there is the need to move towards a low carbon future, this is a key theme within the most recently adopted version of the CLLP 2023.

This theme is detailed within Paragraphs 3.1.4. and 3.1.5. of the CLLP states that

3.1.4. The Central Lincolnshire Joint Strategic Planning Committee (CLJSPC) is rising to that challenge as set by parliament. No longer will planning decision makers in Central Lincolnshire merely 'encourage' development proposals to achieve certain standards, or only 'welcome' development that goes a little beyond certain building regulation basic minimums. Development in Central Lincolnshire must do, and can do, far better than that. We are legally obliged to do more. And, for future generations, we are morally obliged to do more.

3.1.5. The four authorities which are represented on the CLJSPC have all recognised the climate crisis we face and the urgent need for action. Indeed, if we continue to emit around 1.2 million tonnes of CO₂ in Central Lincolnshire (as we did in 2018), then by around 2026/27 we will have emitted around 9 million tonnes. 9 million tonnes is Central Lincolnshire's entire CO₂ lifetime budget (or fair share) of global emissions, as calculated by the Tyndall Centre, if the globe is to stay under 2°C rise in temperatures as recommended by the Intergovernmental Panel on Climate Change (IPCC). Put another way, if we continue to emit CO₂ in Central Lincolnshire like we presently do, then from around 2027 we will have exceeded our budget or allowance, and we would then have to rely on other locations to emit less than their fair share to compensate for our excess emissions. Staying below 9 million tonnes does not mean we have to be net zero carbon here in Central Lincolnshire by 2026/27. But it does

mean that the earlier we act now, the more energy we conserve now and the more renewable energy we generate now, then the longer timeframe we get to use up our 9 million tonnes of CO2 budget. The further we push that end date of consuming the 9 million tonnes beyond 2026, the greater chance we all have of achieving a smooth transition to a net zero carbon Central Lincolnshire.

2.4 This is broadly reflected in Policy S16- Energy Infrastructure of the CLLP which states that; *The Joint Committee is committed to supporting the transition to net zero carbon future and, in doing so, recognises and supports, in principle, the need for significant investment in new and upgraded energy infrastructure.*

Where planning permission is needed from a Central Lincolnshire authority, support will be given to proposals which are necessary for, or form part of, the transition to a net zero carbon sub-region, which could include: energy storage facilities (such as battery storage or thermal storage); and upgraded or new electricity facilities (such as transmission facilities, sub-stations or other electricity infrastructure.

However, any such proposals should take all reasonable opportunities to mitigate any harm arising from such proposals, and take care to select not only appropriate locations for such facilities, but also design solutions (see Policy S53) which minimises harm arising.

2.5 NPS (National Policy Statement) EN-1 sets out the national policy for energy infrastructure and is an overarching document that does not specifically cover CCS. However, it does include high level support for CCS projects. NPS EN-1 outlines the Government's ambition to reach the legally binding net zero target by 2050. NPS EN-1 recognises that: *"the most likely method for transporting the captured CO2 is through pipelines"*.

2.6 It is recognised that the proposal would not necessarily help towards net zero within the district, instead transporting CO₂ through part of the District by the underground pipeline. Nevertheless the Central Lincolnshire Local Plan adopted in April 2023 and WLDC is largely supportive of such proposals in principle subject to other material considerations being satisfied.

3. Key Issues WLDC

3.1 WLDC have submitted a Local Impact Report (LIR) which addresses the relevant potential impacts of the development within the District so far as the 2km of underground pipeline is concerned and the development as a whole, where necessary.

3.2 WLDC and the Central Lincolnshire Authorities are generally supportive of such projects as detailed within Section 1 of this statement.

3.3 Visually, WLDC are content with the applicant's submission. Within the WLDC boundary the pipeline would be underground and therefore the visual impacts would likely only be temporary through the construction period with one of laydown areas directly adjacent to the north district boundary and the installation of a temporary access road along the A18- Barton Street. The Washingdales Lane Block Valve Station is to be located c. 400m to the south east of the WLDC boundary. It is minor in its scale and would be contained by appropriate landscaping strips. WLDC is content that the visual impacts upon the AGLV designation are acceptable.

3.4 WLDC is satisfied with the submission in terms of Biodiversity Net Gain and the net increase proposed, which is predicted to be a net gain of 10.42% for area-based habitat units,

a net gain of 2597.43% for hedgerow habitats and a net gain of 26.12% for watercourse habitats . The mitigation for the removal of trees and partial hedgerow removal is considered to be acceptable. Routing of the pipeline has been done to minimise as far as possible the impacts on habitats. Further survey work on the relevant ecology reports is needed and has been recognised by the applicant. WLDC finds that the ecology and biodiversity matters are acceptable.

3.5 The pipeline would run through agricultural fields, which, in this location comprise of Grade 2 and 3 land as defined by Natural England Classifications. WLDC is content with the reinstatement of the agricultural land post burying of the pipeline as detailed within the submitted Outline Soil Management Plan.

3.6 The ongoing archaeology work, comprising of trial trenching is welcomed and the continued discussions between the applicant and Lincolnshire County Council is encouraged. The proposal would preserve the setting of the nearby Listed Buildings within the nearby settlements of Riby and Keelby.

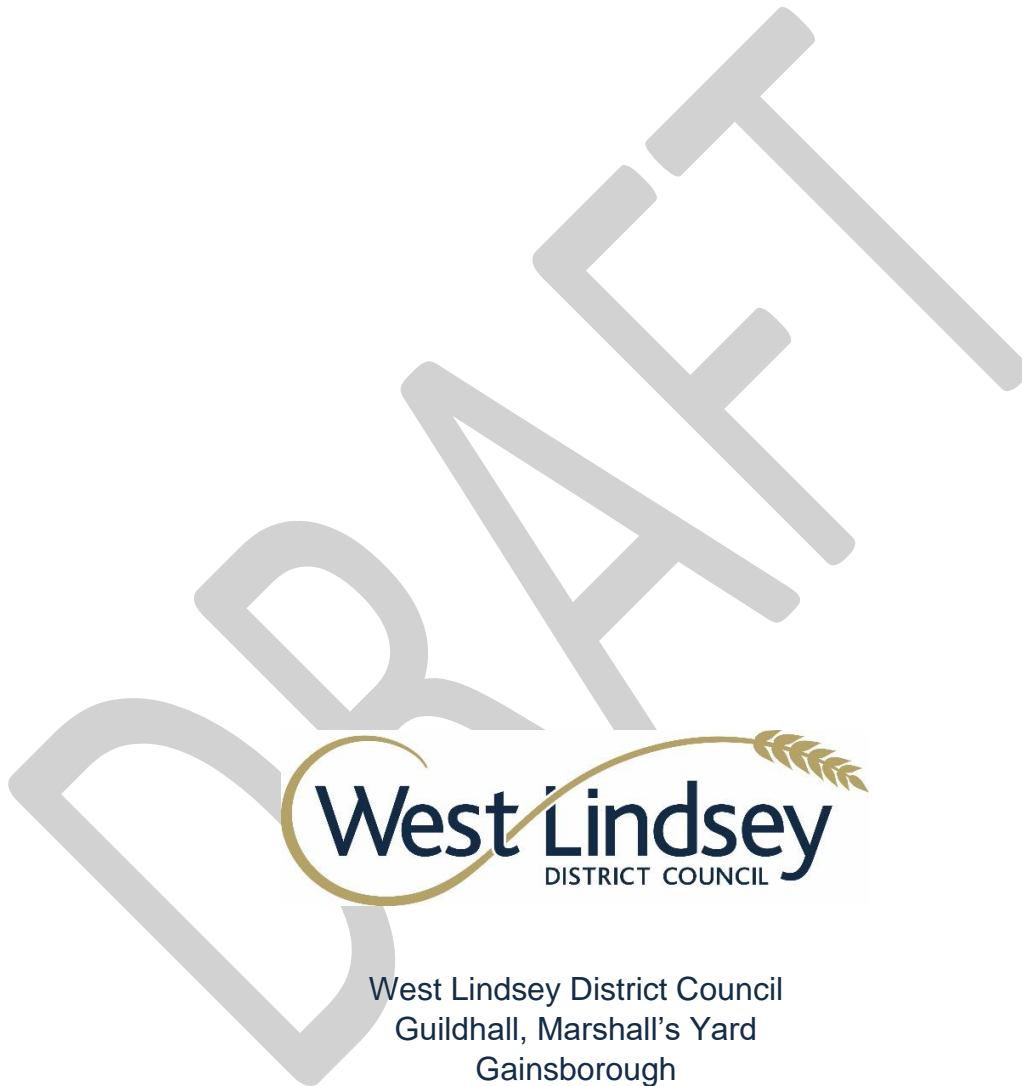
3.7 With regard to Transport, Traffic and Archaeology, WLDC defers to Lincolnshire County Council as their specialist consultees. Traffic and Transport impacts are considered to be acceptable, recognising that the impacts during construction can be appropriately managed through a Construction Environmental Management Plan (CEMP).

3.8 The associated risks of accident and major disasters are detailed within a suite of documents within the DCO submission. WLDC considers that such risks could be appropriately managed through the construction period as well as post development.

4. Conclusion

WLDC and the Central Lincolnshire Authorities support a move, and projects, that contribute towards a net zero future. Overall, the development is considered to have a neutral impact upon the District and WLDC are supportive of the Viking CCS project subject to the DCO securing the relevant considerations and mitigation measures.

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