VPI Immingham OCGT Project

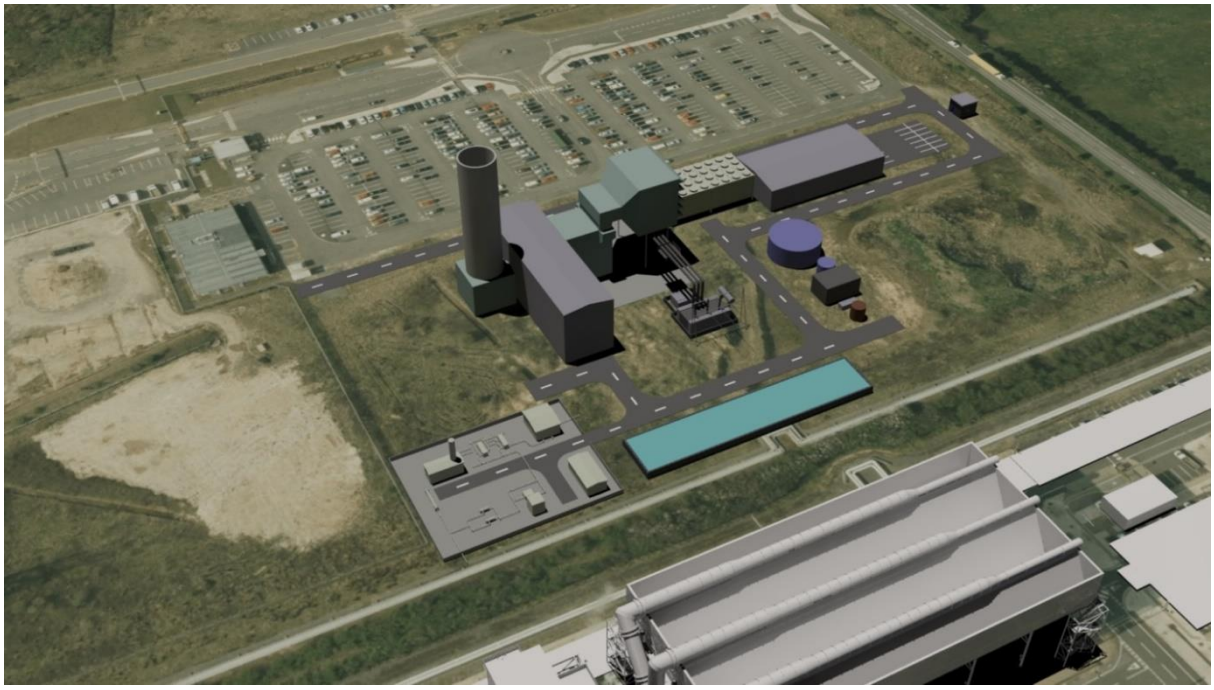
Document Ref: 8.2
PINS Ref: EN010097

The Immingham Open Cycle Gas Turbine Order

Land to the north of and in the vicinity of the VPI Immingham Power Station, Rosper Road, South Killingholme, Lincolnshire, DN40 3DZ

Statement of Common Ground with North East Lincolnshire Council

The Planning Act 2008



Applicant: VPI Immingham B Ltd

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GLOSSARY

Abbreviation	Description
Access	Work No. 2 – access works comprising access to the OCGT Power Station Site and access to Work Nos. 3, 4, 5 and 6;
Access Site	The land required for Work No.2.
AGI	Above Ground Installation
AONB	Area of Outstanding Natural Beauty
APFP Regulations	The Infrastructure Planning (Applications: Prescribed Forms and Procedures) Regulations 2009
Applicant	VPI Immingham B Ltd
Application	The Application for a Development Consent Order.
Application Documents	The documents that make up the Application (as defined above).
BEIS	Department for Business, Energy and Industrial Strategy.
CCR	Carbon Capture Ready
CCS	Carbon Capture and Storage
CEMP	Construction Environmental Management Plan
CHP	Combined Heat and Power
CO2	Carbon Dioxide
COMAH	Control of Major Accident Hazards
CTMP	Construction Traffic Management Plan
CWTP	Construction Workers Travel Plan
DCO	A Development Consent Order.
EA	Environment Agency
EIA	Environmental Impact Assessment
Electrical Connection	Work No. 5 – an electrical connection of up to 400 kilovolts and controls systems.
Electrical Connection Site	The land required for Work No.5.
EMF	Electromagnetic fields – a physical field produced by electrically charged objects.
EPA	Environmental Protection Act
ES	Environmental Statement
Existing AGI	The exiting AGI within the Existing VPI CHP Site.
Existing AGI Site	The land comprising the exiting AGI within the Existing VPI CHP Site.
Existing Gas Pipeline	An existing underground gas pipeline owned by VPI LLP connecting the Existing AGI Site to an existing tie in the National Grid (NG) Feeder No.9 located to the west of South Killingholme.

Abbreviation	Description
Existing Gas Pipeline Site	The land comprising the Existing Gas Pipeline and a stand-off either side of it.
Existing VPI CHP Plant	The existing VPI Immingham Power Station.
Existing VPI CHP Plant Site	The land comprising the Existing VPI CHP Plant, located immediately to the south of the Main OCGT Power Station Site.
FRA	Flood Risk Assessment
Gas Connection	Work No. 4 – the new underground and overground gas pipeline
Gas Connection Site	The land required for Work No.5.
GW	Gigawatts – unit of power.
HA	Highways Agency (now known as Highways England) – government owned company responsible for managing the strategic road network in England.
ha	Hectare – unit of measurement.
HGV	Heavy Goods Vehicle – vehicles with a gross weight in excess of 3.5 tonnes.
km	Kilometre – unit of distance.
LSE	Likely significant effect, a term used in the ES to describe when effects on a receptor are predicted to be significant
LVIA	Landscape and Visual Impact Assessment
LWS	Local Wildlife Site
m	Metres – unit of distance.
MW	Megawatts – unit of energy.
NATA	New Approach to Appraisal
NELC	North East Lincolnshire Council
NG	National Grid
NGET	National Grid Electricity Transmission plc
NLC	North Lincolnshire Council
NPPF	The National Planning Policy Framework
NPS	National Policy Statements
NSIP	Nationally Significant Infrastructure Project
NSRs	Noise Sensitive Receptors – locations or areas where dwelling units or other fixed, developed sites of frequent human use occur.
OCGT	Open Cycle Gas Turbine – a combustion turbine plant fired by gas or liquid fuel to turn a generator rotor that produces electricity.
OCGT Power Station	Work No. 1 – an OCGT power station with a gross capacity of up to 299MW.
OCGT Power Station Site	The land required for Work No.1.
Order limits	The area in which consent to carry out works is sought in the DCO, the area is split into different Work Numbers which are set out Schedule 1 to the DCO and shown on the Works Plans. The Order limits is the same area as the Site .
PA 2008	Planning Act 2008
PINS	Planning Inspectorate
PPG	Planning Practice Guidance
Project Land	The land required for the Proposed Development (the Site) and the land

Abbreviation	Description
	comprising the Existing Gas Pipeline Site. The Project Land is the same as the 'Order land' (in the DCO).
Proposed Development	The construction, operation and maintenance of a new gas-fired electricity generating station with a gross output capacity of up to 299 MW, including electrical and gas supply connections, and other associated development.
PRoW	Public Right of Way
SAC	Special Area of Conservation
Site	The land required for the Proposed Development, and which is the same as the 'Order limits' (in the DCO).
SoS	Secretary of State
SPA	Special Protection Area
SoCG	Statement of Common Ground
SUDS	Sustainable Urban Drainage System
SWMP	Site Waste Management Plan (SWMP)
TA	Transport Assessment
TCPA 1990	Town and Country Planning Act 1990 (as amended)
Temporary Construction and Laydown	Work No. 3
TLOR	Total Lindsey Oil Refinery
TTWA	Travel to Work Area
Utilities and Services Connections	Work No 6 – utilities and services connections to the OCGT Power Station.
Utilities and Services Connections Site	The land required for Work No.6 – the land required for the utilities and services connections to the OCGT Power Station.
Vitol	Vitol Group – the owner of VPI LLP and VPIB.
VPIB	VPI Immingham B Limited – the Applicant
VPI LLP	VPI Immingham LLP – the owner and operator of the Existing VPI CHP Plant.
WebTAG	Web-based Department of Environment, Transport and Regions Document. Transport Analysis Guidance.
Work No.1	An OCGT power station (the 'OCGT Power Station') with a gross capacity of up to 299MW.
Work No.2	Access works (the 'Access Site'), comprising access to the Main OCGT Power Station Site and access to Work Nos. 3, 4, 5 and 6.
Work No.3	Temporary construction and laydown area
Work No.4	An underground and overground gas pipeline (the 'Gas Connection) of up to 600 mm (nominal internal diameter) for the transport of natural gas to Work No. 1.
Work No.5	An electrical connection (the 'Electrical Connection') of up to 400 kilovolts and control systems.
Work No.6	Utilities and services connections (the 'Utilities and Services Connections').
WSI	Written Scheme of Investigation – a method statement or a project design to cover a suite of archaeological works for a site.

CONTENTS

1. INTRODUCTION

1.1 Overview

1.1.1 This Statement of Common Ground ('SoCG') (Document Ref: 8.2) has been prepared on behalf of VPI Immingham B Ltd ('VPIB' or the 'Applicant') in respect of its application (the 'Application') for a Development Consent Order (a 'DCO') under the Planning Act 2008 (the 'PA 20085').

1.1.2 The Application was accepted for examination (the 'Examination') by the Secretary of State (the 'SoS') for Business, Energy and Industrial Strategy on 09 May 2019.

1.1.3 VPIB is seeking development consent for the construction, operation and maintenance of a new gas-fired electricity generating station with a gross output capacity of up to 299 megawatts ('MW'), including electrical and gas supply connections, and other associated development (the 'Proposed Development'). The Proposed Development is located primarily on land (the 'Site') to the north of the existing VPI Immingham Power Station, Rosper Road, South Killingholme, North Lincolnshire, DN40 3DZ.

1.1.4 A DCO is required for the Proposed Development as it falls within the definition and thresholds for a 'Nationally Significant Infrastructure Project' (a 'NSIP') under section 14(1)(a) and sections 15(1) and 15(2) of the PA 2008. The DCO, if made by the SoS, would be known as the 'VPI Immingham OCGT Order' (the 'Order').

1.2 VPI

1.2.1 VPI Immingham LLP ('VPI LLP') owns and operates the existing VPI Immingham Power Station, one of the largest combined heat and power ('CHP') plants in Europe, capable of generating 1,240 MW (about 2.5% of UK peak electricity demand) and up to 930 tonnes of steam per hour (hereafter referred to as the 'Existing VPI CHP Plant'). The steam is used by nearby oil refineries to turn crude oil into products, such as gasoline. The land comprising the Existing VPI CHP Plant is hereafter referred to as the 'Existing VPI CHP Plant Site'.

1.2.2 VPI LLP is a wholly owned subsidiary of the Vitol Group ('Vitol'), founded in 1966 in Rotterdam, the Netherlands. Since then Vitol has grown significantly to become a major participant in world commodity markets and is now the world's largest independent energy trader. Its trading portfolio includes crude oil, oil products, liquid petroleum gas, liquid natural gas, natural gas, coal, electricity, agricultural products, metals and carbon emissions. Vitol trades with all the major national oil companies, the integrated oil majors and independent refiners and traders. For further information on VPI LLP and Vitol please visit:

https://www.vpi-i.com/

1.2.3 VPIB has been formed as a separate entity for the purposes of developing and operating the Proposed Development.

1.3 The Site

1.3.1 The Site is primarily located on land immediately to the north of the Existing VPI CHP Plant Site, as previously stated. Immingham Dock is located approximately 1.5 kilometres ('km') to the south east of the Site at its closest point. The Humber

ports facility is located approximately 500 metres ('m') north and the Humber Refinery is located approximately 500m to the south.

1.3.2 The villages of South Killingholme and North Killingholme are located approximately 1.4 km and 1.6 km to the west of the Site respectively, and the town of Immingham is located approximately 1.8 km to the south east. The nearest residential property comprises a single house off Marsh Lane, located approximately 325 m to the east of the Site.

1.3.3 The Site comprises the following main parts:

- OCGT Power Station Site;
- Access Site;
- Temporary Construction and Laydown Site;
- Gas Connection Site;
- Electrical Connection Site; and
- Utilities and Services Connections Site.

1.3.4 The Site is located entirely within the boundary of the administrative area of North Lincolnshire Council ('NLC'), a unitary authority. The different parts of the Site are illustrated in the Works Plans (Application Document Ref: 4.3).

1.3.5 The Site has been selected by the Applicant for the Proposed Development, as opposed to other potentially available sites, for the following reasons:

- it comprises primarily of previously developed or disturbed land, including land within the operational envelope of the Existing VPI CHP Plant Site;
- it is situated in an industrial setting with few immediate receptors and is not particularly sensitive from an environmental perspective;
- it is primarily located adjacent to the Existing VPI CHP Plant, which provides visual screening and synergies in terms of the existing workforce, and utilities and service connections;
- it benefits from excellent grid connections (gas and electricity) on the Existing VPI CHP Plant Site; and
- it benefits from existing highway accesses onto Rosper Road, with the latter providing a direct connection (via a short section of Humber Road) to the Strategic Highway Network (A160) a short distance to the south of the Site.

1.3.6 A more detailed description of the Site is provided in Environmental Statement ('ES') Volume 1 Chapter 3 'Description of the Site' (Application Document Ref: 6.2.3).

1.4 The Existing Gas Pipeline

1.4.1 In addition to the Site, the Application includes provision for the use of an existing gas pipeline (the 'Existing Gas Pipeline') to provide fuel to the Proposed Development. The Existing Gas Pipeline was originally constructed in 2003 to provide fuel to the Existing VPI CHP Plant. The route of the pipeline runs from a

connection point at an above ground installation (the 'Existing AGI Site') within the Existing VPI CHP Plant Site to a tie in point at the existing National Grid ('NG') Feeder No.9 pipeline located to the west of South Killingholme.

1.4.2 A small part of the Existing Gas Pipeline Site lies within the administrative area of North East Lincolnshire District Council ('NELC'), the neighbouring local authority.

1.4.3 The Applicant is not seeking consent to carry out any works to the Existing Gas Pipeline and, as a result, it does not form part of the Site or Proposed Development. It is included in the Application on the basis that the Applicant is seeking rights to use and maintain the pipeline and it is therefore included within the DCO 'Order land' (the area over which powers of compulsory acquisition or temporary possession are sought). The area of land covered by the Existing Gas Pipeline, including a 13 m stand-off either side of it to provide for access and any future maintenance requirements, is hereafter referred to as the 'Existing Gas Pipeline Site'.

1.4.4 The Site and the Existing Gas Pipeline Site are collectively referred to as the 'Project Land'. The area covered by the Project land is illustrated in the Location Plan (Application Document Ref: 4.1).

1.4.5 The Existing Gas Pipeline has not been assessed as part of the Environmental Impact Assessment ('EIA') carried out in respect of the Application. This is on the basis that it is a pre-existing pipeline and the Applicant is not seeking consent to carry out any works to it. Further explanation in respect of this matter is provided in ES Volume 1, Chapter 1 'Introduction' and Chapter 3 'Description of the Site' (Application Document Ref: 6.2.3).

1.5 The Proposed Development

1.5.1 The main components of the Proposed Development are summarised below, as set out in the draft DCO (Application Document Ref: 2.1):

- Work No. 1 – an OCGT power station (the 'OCGT Power Station') with a gross capacity of up to 299MW;
- Work No. 2 – access works (the 'Access'), comprising access to the OCGT Power Station Site and access to Work Nos. 3, 4, 5 and 6;
- Work No. 3 – temporary construction and laydown area ('Temporary Construction and Laydown') comprising hard standing, laydown and open storage areas, contractor compounds and staff welfare facilities, vehicle parking, roadways and haul routes, security fencing and gates, gatehouses, external lighting and lighting columns;
- Work No. 4 – gas supply connection works (the 'Gas Connection') comprising an underground and/or overground gas pipeline of up to 600 millimetres (nominal internal diameter) and approximately 800 m in length for the transport of natural gas from the Existing Gas Pipeline to Work No. 1;
- Work No. 5 – an electrical connection (the 'Electrical Connection') of up to 400 kilovolts and associated controls systems; and
- Work No. 6 – utilities and services connections (the 'Utilities and Services Connections').

1.5.2 It is anticipated that subject to the DCO having been made by the SoS and a final investment decision by VPIB, construction work on the Proposed Development would commence in early 2021. The overall construction programme is expected to last approximately 21 months and is anticipated to be completed in late 2022, with the Proposed Development entering commercial operation later that year or early the following year.

1.5.3 A more detailed description of the Proposed Development is provided at Schedule 1 'Authorised Development' of the draft DCO (Application Document Ref: 2.1) and ES Volume 1, Chapter 4 'The Proposed Development' (Application Document Ref: 6.2.4).

1.5.4 The areas within which each of the main components of the Proposed Development are to be built are shown by the coloured and hatched areas on the Works Plans (Application Document Ref: 4.3).

1.6 The purpose and structure of this document

1.6.1 The purpose of this SoCG is to set out the agreement (see sections 2 to 11 of this document) that has been reached between VPIB and NELC in respect of the following matters:

- The role of NELC;
- The scope of NELC's interest;
- Relevant planning policy;
- The need for the Proposed Development;
- The benefits of the Proposed Development;
- Air quality;
- Traffic and transport;
- Landscape and visual amenity;
- Socio-economics;
- Cumulative effects; and
- The scope of the draft DCO and requirements.

1.6.2 Section 12 of this document summarises any matters that are still to be resolved between the parties and which require further discussion. None have been identified at this time.

2. THE ROLE OF NELC

2.1.1 The Site is located entirely within the boundary of the administrative area of NLC. However, a small section of the Existing Gas Pipeline falls within the NELC administrative area.

2.1.2 The Applicant is not seeking consent to carry out any works to the Existing Gas Pipeline and, as a result, it does not form part of the Site or Proposed Development. It is included in the Application on the basis that the Applicant is seeking rights to use and maintain the pipeline and it is therefore included within the DCO 'Order land' (the area over which powers of compulsory acquisition or temporary possession are sought).

2.1.3 NELC falls within the definition of a local authority ('LA') for the purposes of sections 43 and 56A of the PA 2008 and is a 'host local authority' for the purposes of the Application.

2.1.4 The Applicant understands that NELC will prepare a Local Impact Report ('LIR') for the purposes of the Examination of the Application although, the topics covered by NELC are likely to be limited. See section 3 of this document for more detail on NELC's scope of interest in the Proposed Development.

2.1.5 Notwithstanding that NELC is classed as a host local authority, it is agreed that only NLC will be the relevant planning authority for the purposes of discharging the requirements contained at Schedule 2 to the draft DCO (Application Document Ref: 2.1). This is because the Site is located solely within NLC's administrative area.

3. THE SCOPE OF NELC'S INTEREST

3.1.1 It is agreed that the NELC's interest in the Proposed Development is limited to more general matters and those environmental effects with the potential to impact receptors within NELC's administrative area.

3.1.2 These are as follows:

- Relevant planning policy;
- The need for the Proposed Development;
- The benefits of the Proposed Development;
- Air quality;
- Traffic and transport;
- Landscape and visual amenity;
- Socio-economics; and
- Cumulative effects.

4. RELEVANT PLANNING POLICY

4.1.1 The national planning and local development plan policy considered to be relevant to the consideration of the Application is set out below.

4.2 National planning policy

4.2.1 It is agreed that the following National Policy Statements ('NPSs') are relevant to the Application:

- The Overarching NPS for Energy (EN-1);
- The NPS for Fossil Fuel Electricity Generating Infrastructure (EN-2);
- The NPS for Gas Supply Infrastructure and Gas and Oil Pipelines (EN-4);
- The NPS for Electricity Networks Infrastructure (EN-5).

4.2.2 It is agreed that the above NPSs provide the primary basis for decisions by the SoS in relation to the Application.

4.2.3 It is agreed that the following planning policy documents may also be relevant to the consideration of the Application:

- National Planning Policy Framework (February 2019); and
- Planning Practice Guidance.

4.3 Local development plan policy

4.3.1 It is agreed that section 104 of the PA 2008 states that the Secretary of State must have regard to other matters that are 'important and relevant', and it is agreed that that includes local development plan documents. It is also agreed that EN-1 is clear that in the event of any conflict between a NPS and a local development plan document, the NPS prevails for the purpose of SoS decision-making given the national significance of the infrastructure concerned.

4.3.2 The recently adopted North East Lincolnshire Local Plan 2013 to 2032 (Adopted March 2018) is the most relevant NELC document. It is agreed that NELC planning policies are of lesser relevance given that the Site is not located within the NELC administrative area.

4.3.3 It is agreed that the following policies are most relevant to the Proposed Development:

- SO1 – Population;
- SO2 – Climate Change;
- SO3 – Economy;
- SO5 - Social and health inequality;
- SO6 – Built, historic and natural environment;
- SO7 – Transport;
- SO10 – Minerals and Waste;

- Policy 6 – Infrastructure;
- Policy 32 – Energy and low carbon living;
- Policy 33 – Flood risk;
- Policy 34 – Water Management;
- Policy 37 – Safeguarding and Transport Infrastructure;
- Policy 39 – Conserving and enhancing the historic environment;
- Policy 41 – Biodiversity and Geodiversity; and
- Policy 42 – Landscape.

5. THE NEED FOR THE PROPOSED DEVELOPMENT

5.1.1 Section 3.3 of Part 3 of NPS EN-1 sets out a number of key reasons why there is an urgent need for new electricity generating infrastructure, including:

- Meeting energy security and carbon reduction objectives;
- The need to replace closing electricity generating capacity;
- The need for more electricity capacity to support the increased supply from renewables; and
- Future increases in electricity demand.

5.1.2 Paragraphs 3.3.15 – 3.3.24 of EN-1 deal with the urgency of the need for new electricity generating capacity. Paragraph 3.3.15 states that in order to secure energy supplies that enable the UK to meet its climate change obligations to 2050, there is an urgent need for new energy infrastructure to be brought forward as soon as possible.

5.1.3 Paragraph 3.3.23 confirms that the Government believes (based on predictions) that it is prudent, in order to minimise the risk to energy security and resilience, to plan for a minimum need of 59 GW of new electricity generating capacity by 2025. The Government would like to see a significant proportion of the balance come from low carbon generation (paragraph 3.3.22).

5.1.4 It is agreed that EN-1 confirms the need that exists for all types of nationally significant energy infrastructure, including new fossil fuel generating stations, and makes clear that the SoS should assess such applications on the basis that this need, and its scale and urgency, has been proven. Furthermore, the SoS should give substantial weight to the contribution that all projects would make toward satisfying this need. As such, the need that exists for new electricity generating infrastructure is not open to debate or interpretation.

5.1.5 It is therefore agreed that the need for the Proposed Development is as set out in the NPSs for energy infrastructure, in particular, EN-1. Furthermore, that the more detailed need case set out in section 4 of the Planning Statement (Application Document Ref: 5.3) is accurate.

6. THE BENEFITS OF THE PROPOSED DEVELOPMENT

6.1.1 It is agreed that the Proposed Development would have a number of very clear benefits, which can be summarised as follows:

- EN-1 clearly confirms the urgent 'need' that exists for all types of nationally significant energy infrastructure. It is clear that the SoS should assess applications on the basis that this 'need' and its scale and urgency has been proven.
- The Proposed Development, with a gross output capacity of up to 299MW, would respond to this urgent need in a timely manner.
- The Proposed Development would support the increased deployment of renewable energy in the UK, which is crucial if the country is to move to a low carbon economy. In this respect, EN-1 recognises that fossil fuel generating stations have a vital role to play in adding to the security, diversity and resilience of the UK's electricity supplies. Not least, they ensure that the country is not overly reliant on any one type of generation and can be operated flexibly, providing back-up for when generation from intermittent renewable generating capacity is low.
- Gas is more efficient and results in lower carbon dioxide emissions than other fossil fuels such as coal and oil and, as such, the OCGT Power Station would result in much lower carbon dioxide emissions than existing coal-fired power stations. Furthermore, the OCGT Power Station would deploy highly efficient gas turbine technology capable of rapid start-up times and flexible operation to support the intermittency of renewables generation and in combination with renewables deployment would contribute to the progressive reduction in UK carbon dioxide emissions from the power sector.
- The Proposed Development would have benefits for the regional and local economy, in terms of employment during the construction phase.
- The Proposed Development would make use of previously development and disturbed land and is located immediately adjacent to the Existing VPI CHP Plant that already benefits from electrical and gas connections, and other infrastructure. This would assist in minimising the impact of the Proposed Development upon the environment.
- Further to the above, the draft DCO includes Requirement 25 'Employment, skills and training plan' that is aimed at promoting employment, skills and training development opportunities for local residents during construction and employment opportunities during operation.

6.1.2 The likely significant adverse effects of the Proposed Development as identified by the ES and taking account of mitigation are as follows:

- Moderate adverse – construction of the Proposed Development on impact on Iron Age Ditch (A17).

6.1.3 It is agreed that there are a number of very clear and substantial benefits that the Proposed Development would deliver and facilitate. In contrast, few significant adverse effects have been identified. It is therefore agreed that the benefits of the Proposed Development outweigh the limited harm that would result.

6.1.4 It is agreed that the consideration of benefits and adverse effects is consistent with the principles set out in section 4.1 of NPS EN-1.

7. AIR QUALITY

7.1.1 The assessment of the air quality effects of the Proposed Development is set out in ES Volume I, Chapter 6 'Air Quality' (Application Document Ref. 6.2.6). The Air quality study area and the locations of the sensitive receptors considered in the assessment are shown on Figure 6.1 of Volume II of the ES (Application Document Ref. 6.1).

7.1.2 It is agreed that operational emissions from the Proposed Development would be controlled through the Environmental Permitting regime that is regulated by the Environment Agency ('EA'). This would require the Applicant to undertake an assessment of Best Available Techniques ('BAT') for the selected generation technology. The BAT Assessment would need to demonstrate that the Proposed Development would not exceed air quality strategy objectives.

7.1.3 It is agreed that the air quality impacts resulting from the construction phase of the Proposed Development would not be significant subject to the implementation of the measures outlined within Chapter 6 (ES Volume I). It is further agreed that the effect of operational point source emissions on sensitive receptors is not significant and that the effect on air quality as a result of the Proposed Development is not significant.

7.1.4 Expected construction and operational traffic associated with the Proposed Development are not at levels that exceed screening thresholds set by the Institute of Air Quality Management for assessment of air quality effects. Therefore, traffic movements associated with the Proposed Development will not give rise to significant air quality effects.

7.1.5 Construction traffic movements and routing would be controlled through a requirement of the draft DCO. It is agreed that the requirement (Requirement 16) is adequate to secure the suitable control of construction traffic,

7.1.6 It is therefore agreed that there would be no unacceptable impacts upon air quality as a result of the Proposed Development.

7.1.7 It is agreed that the assessment carried out is in accordance with the principles set out in section 5.2 of NPS EN-1, along with any comparable section in EN-2, EN-4 and EN-5.

8. TRAFFIC AND TRANSPORT

8.1.1 The assessment of the traffic and transport effects of the Proposed Development is set out in ES Volume I, Chapter 7 'Traffic and Transportation' (Application Document Ref: 6.2.7) and in ES Volume III, Appendix 7A 'Transport Assessment' (Application Document Ref: 6.4.5). The surrounding highway network is shown in relation to the Order Limits on Figure 7.1 of ES Volume II (Application Document Ref: 6.3).

8.1.2 The scope and methodology of the assessment undertaken was discussed with NLC and NELC as highway authorities, and Highways England, amongst others. In addition, relevant Department for Transport and other guidance was taken into account.

8.1.3 Fuel for the Proposed Development would be natural gas transported to the Site via pipeline and therefore there would be no vehicular movements associated with the delivery of fuel to the Site. This means that vehicle movement during operation would be very low. The most intense period of vehicle movements would be during the temporary construction phase.

8.1.4 In order to promote sustainable transport and to ensure appropriate management measures are implemented, VPIB would implement travel and traffic management plans during construction to minimise transport effects and encourage sustainable modes. The travel and traffic management plans would be secured by Requirements 16 and 17 of the draft DCO (Application Document Ref: 2.1).

8.1.5 NELC has requested that it is notified by the VPIB as early as possible in advance of construction starting, for traffic management reasons. It is agreed that a suitable notification mechanism could be agreed as part of Requirement 16, although it is agreed that any mechanism should not place any restriction on VPIB starting construction quickly if necessary, as may be required for commercial reasons.

8.1.6 It is agreed that construction, operational and decommissioning phases of the Proposed Development would not result in any significant effects.

8.1.7 It is agreed that the assessment carried out is in accordance with the principles set out in section 5.13 of NPS EN-1, along with any comparable section in EN-2, EN-4 and EN-5.

9. LANDSCAPE AND VISUAL AMENITY

9.1.1 The assessment of the landscape and visual effects of the Proposed Development is set out in ES Volume I, Chapter 10 'Landscape and Visual Amenity' (Application Document Ref: 6.2.10). The assessment methodology is presented in Appendix 10A (ES Volume III, Application Document Ref: 6.4.18) and information about viewpoint locations, landscape characterisation, zones of theoretical visibility, including photomontages, is provided in Figures 10.1 to 10.26 (Application Document Refs: 6.3.14 to 6.3.19).

9.1.2 It is agreed that the methodology that has been adopted for the assessment of landscape and visual effects, including representative viewpoints, is acceptable and that the ES has addressed the key issues raised in NLC's response to the Applicant's Section 42 consultation.

9.1.3 Section 2.65 of NPS EN-2 states that:

"It is not possible to eliminate the visual impacts associated with a fossil fuel generating station. Mitigation is therefore to reduce the visual intrusion of the buildings in the landscape and minimise impact on visual amenity as far as reasonably practicable".

9.1.4 The Site is located in an area that is primarily characterised by significant industrial development, including energy generation, oil refineries and port related activities of significantly larger scale than the Proposed Development. It is therefore agreed that the Proposed Development would not be out of character in the area, and it is notable that there are no designated sites/assets within or immediately adjacent to the Site.

9.1.5 The assessment in the ES (Volume I, Chapter 10 – Application Document Ref: 6.2.10) has not identified any significant effects on landscape receptors. The assessment also has not identified any significant visual effects for receptors at the agreed representative viewpoints. As such, it is anticipated that landscape and visual impact would be primarily minimised through appropriate choice of external finish and colour, i.e. consistent with the adjacent Existing VPI CHP Plant.

9.1.6 It is agreed that the landscape and visual effects associated with the Proposed Development are acceptable.

9.1.7 It is agreed that the assessment carried out and its conclusions are compliant with the policy set out in section 5.9 of NPS EN-1 and section 2.65 of NPS EN-2, along with any other relevant sections in the NPSs.

10. SOCIO-ECONOMICS

10.1.1 Chapter 14 'Socio-economics' of ES Volume I (Application Document Ref: 6.2.14) provides a socio-economic impact assessment of the Proposed Development.

10.1.2 No adverse effects have been identified during the construction or operation of the Proposed Development and the employment created by the operational phase of the Proposed Development is likely to have a minor beneficial long-term effect on the local economy with the construction and decommissioning phases of the development likely to have a minor beneficial short term effect on employment.

10.1.3 It is agreed that the Proposed Development would not result in any adverse effects in terms of socio-economics.

10.1.4 The Applicant has included Requirement 23 'Employment, skills and training plan' within the draft DCO (application Document Ref. 2.1). It is agreed that this provides an appropriate mechanism to promote employment, skills and training opportunities during construction and employment opportunities during operation for local residents.

10.1.5 It is agreed that the assessment carried out and its conclusions are compliant with the policy set out in section 5.12 of NPS EN-1, along with any comparable sections in NPS EN-2, EN-4 and EN-5.

11. CUMULATIVE EFFECTS

11.1.1 It is agreed that the approach that has been taken to the assessment of cumulative effects in ES Volume 1, Chapter 17 'Cumulative and Combined Effects' (Application Document Ref: 6.2.17) is appropriate and proportionate, and that the Applicant has taken account of the relevant planned and consented projects.

11.1.2 It is agreed that cumulative impacts associated with the Proposed Development are acceptable.

11.1.3 It is agreed that the assessment carried out and its conclusions are compliant with the policy set out in section 4.2 of NPS EN-1, along with any comparable sections in NPS EN-2, EN-4 and EN-5.

12. THE SCOPE OF THE DRAFT DCO AND DRAFT REQUIREMENTS

12.1.1 It is agreed that the scope of the powers being sought through the draft DCO are appropriate (Application Document Ref: 2.1). Furthermore, there is agreement on the requirements included at Schedule 2 of the draft DCO and it is considered that these would appropriately control the design, construction, operation and decommissioning of the Proposed Development.

12.1.2 It is agreed that there are no other matters requiring additional mitigation or other measures to be secured.

13. MATTERS TO BE RESOLVED

13.1.1 There are no matters to be resolved.

Signed: [redacted]

Print name and position: Chris Lines - Contract Monitoring and Finance Officer

On behalf of North East Lincolnshire Council:

Date: 11 September 2019

Signed: [redacted]

Print name and position: Marvin Seaman, VPI-B Development Manager

On behalf of VPI Immingham B Ltd:

Date: 12 September 2019