



# The Planning Inspectorate

## Application by Chrysaor Production (UK) Limited for the Viking Carbon Capture and Storage (CCS) Pipeline

Case reference: EN070008

### Examining Authority's note of Unaccompanied Site Inspection (USI) to which the Application or Specified Matters relates

Examining Inspectors [David Wallis, Alex Jack and Jonathan Gorst] (the Panel appointed as the Examining Authority for the application for The Viking CCS Project) undertook the inspection on 6 February 2024.

The Examining Authority (ExA) carried out its site inspection from publicly accessible land and no inspections were undertaken on private land. The visit was undertaken by the ExA travelling together principally by car with short distances travelled on foot. Weather conditions were cloudy with a temperature of around 7 degrees centigrade. Whilst some rain started in the afternoon, the conditions were at all times sufficient to appreciate long range views.

The inspection started at 08:30 and finished at approximately 15:30.

Times	Location	Purpose
8.30am to 9.15am	The ExA drove from Stallingborough to Mablethorpe via the A16 and A18, heading eastwards from Louth to Saltfleetby, Theddlethorpe St Helens and then into Mablethorpe, all the while observing traffic conditions on the highway network. The driving route broadly followed the Order Limits.	Observing the condition of the local and strategic road network alongside the Order Limits and traffic.
9.15am to 10.15am	The ExA walked from the seal sanctuary car park past Swallow Park and Haven Gold Sands Holiday Park up to Crook Bank. The ExA then walked on the bridleway up the east side of the former Theddlethorpe Gas Terminal.	Spending some time to appreciate the extent of the gas terminal site, the local landscape and the position of the existing valve station at the dunes.
10.15am to 10.30am	The ExA drove onto the A1031 and paused in a gated entrance just north of Ashleigh Farm.	The ExA viewed the Listed Building at Ashleigh Farm and also the views from the road to the gas terminal. Noting the position of the existing treeline and also of the proposed access road. Continuing along the road to look across the field to the Option 2 location.

Times	Location	Purpose
10.30am to 10.45am	The ExA travelled to the Seaview Car Park east of Saltfleetby St Clements	The ExA walked to the view point to look out to the Defence danger area and beyond to the nature reserve.
10.45am to 11:30am	<p>The ExA travelled by car along local roads including the B1200, Marsh Lane, Pick Hill Lane and Red Leas Lane.</p> <p>At 11.00am, the ExA arrived at the Anglian Water Sewage Treatment Works on the Louth Canal near to Keddington Corner. The ExA travelled to a position on Alvingham Road opposite the Anglian Water Facility.</p>	<p>Viewing the Proposed Development in a number of places as it crosses rural roads and noting the location of residences in the locality. The condition of local roads proposed to be used by construction traffic was also noted.</p> <p>Brief stop in the village of South Cockerington to view the fields to the east where the pipeline changes direction.</p> <p>The ExA entered into the Anglian Water office and signed in. However, after a brief wait, there were no staff present around the office and the ExA therefore drove back to Keddington Corner, down to Abbey House and then crossed the Louth Canal. The ExA stopped to observe the location of the proposed Block Valve Station. From this position, the ExA could view the position of the Anglian Water treatment works and the proposed route of the pipeline.</p>
11.30am to 12noon	The ExA drove down Lock Road, School Lane and Louth Road, before heading into Louth itself.	The ExA proceeded to Lock Farm and looked from the bridge to the route of the Louth Canal with the public right of way along the former towpath. The ExA observed local highway conditions in the vicinity of the Proposed Development.
12:45pm to 13:45pm	The ExA travelled to Ashby-cum-Fenby. The ExA drove up Ashby Hill and then south towards the Hall Farm Hotel. From there, the ExA continued onto Thoroughfare. The ExA briefly walked on the public right of way in these fields, observing the eastern edge of the village.	Viewing the location of the Hall Farm Hotel and noting the pipeline corridor positioned to the north and the east and just beyond it the position of Waithe Beck. The ExA looked across the open fields where the pipeline will cross the existing footpath. Driving in an easterly direction towards Waithe and then returning past the proposed siting for the Block Valve

Times	Location	Purpose
		station back to the A18. Considering the suitability of the road for construction traffic as it is currently single track without passing places.
13:45pm to 14:15pm	The ExA returned to the A18 and paused at the location of the proposed central construction compound.	Reviewing the topography and landscape and, in particular, the likely views from the Area of Outstanding Natural Beauty. Taking into account the nearby Welbeck Spring. Considering local traffic conditions.
14.15pm to 14.35pm	The ExA travelled north on the A18, past the turning to Laceby and then turned into Washingdales Lane.	Viewing the proposed position of the Block Valve Station which is just to the east of the raised reservoir and looking across to St Edmunds Church in Riby and considering its setting. Considering traffic conditions and noting the visibility for construction traffic.
14.35pm to 15:05pm	The ExA drove through Stallingborough, pausing briefly at the level crossing on the A1173. Taking Manby Road, the ExA travelled through Immingham to Rosper Road and parked on Marsh Lane. The ExA then took a walking route around the industrial area.	Being stopped at the railway level crossing for a passing train and looking west towards Roxton Farm where the Proposed Development will cross the railway. Viewing the existing industrial skyline and the proposed position for the Immingham facility. The ExA noted that the land requirements for the Proposed Development and considered any impact from the erection of a permanent vent stack up to 25 metres high. Looking across to the Phillips 66 site.
15.05pm to 15:25pm	The ExA travelled by car south on the A1173, then returned on the north bound carriageway to join onto the A160. At the roundabout, the ExA paused on Habrough Road.	Viewing the location of various businesses including Calor Gas and PD Port Services and Phillips 66 on both sides of the A1077 Humber Road. Observing the two proposed options for the pipeline route leaving the proposed Immingham facility. Looking at the proposed site for the northern construction compound and considering traffic conditions and likely access arrangements

<b>Times</b>	<b>Location</b>	<b>Purpose</b>
15.25pm to 15.30pm	Driving south along Habrough Road and turning left towards Church Farm.	Viewing the route of the Proposed Development and considering where it will cross the A180.
15.30pm	End of the USI	By now, the rain was steady and therefore the decision taken to end the USI.