

## Viking CCS Pipeline

# 8.25 Draft Statement of Common Ground – Louth Navigation Trust

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Applicant: Chrysaor Production (U.K.) Limited,  
a Harbour Energy Company  
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This Draft Statement of Common Ground has been agreed between Chrysaor Production (UK) Limited and Louth Navigation Trust on the day specified below

<p>Signed:</p> <p>Print Name:</p> <p>Job Title:</p> <p>Date:</p> <p>Duly Authorised for and on behalf of Louth Navigation Trust</p>
<p>Signed:</p> <p>Print Name:</p> <p>Job Title:</p> <p>Date:</p> <p>Duly Authorised for and on behalf of Chrysaor Production (UK) Limited</p>

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# 1 Introduction

## 1.1 Overview

- 1.1.1 This Statement of Common Ground (SoCG) has been prepared by Chrysaor Production (UK) Ltd (the 'Applicant') in conjunction with Louth Navigation Trust in respect of the Viking CCS Pipeline project (the 'Proposed Development').
- 1.1.2 The SoCG sets out the matters of agreement between the Applicant and Louth Navigation Trust and also explains those matters which, at the time of writing, remain unresolved between the parties. The agreements to date have been reached through consultation and continuing discussions between the parties through online meetings.

## 1.2 The Role of UK Louth Navigation Trust (LNT)

- 1.2.1 The Louth Navigation Trust was formed in 1986 as a registered charity, with the primary aim of preservation, conservation and restoration of the canal and of the buildings associated with it, including the lock structures.
- 1.2.2 The Louth Navigation was a canalisation of the River Lud for 11 miles (18 km) between Louth and Tetney Haven at the mouth of the Humber (completed in 1770). The canal was a moderate success until the beginning of the twentieth century, when there was a rapid decline in income and the canal formally closed in 1924.
- 1.2.3 The canal was also a land drainage channel, therefore it was not subject to infilling on closure and is now a designated main river, managed by the Environment Agency with the surrounding land drains managed by the Lindsey Marsh Internal Drainage Board.
- 1.2.4 Additionally, the canal acts as a feeder for Covenham Reservoir, from which treated water enters the public water supply. Water from Waithe Dike supplements the supply, effectively flowing upstream along the canal, and when required, additional water is pumped into the canal along a pipeline from the Great Eau.
- 1.2.5 LNT have made a relevant representation and are an interested party in the application for the proposed Viking CCS pipeline in terms of the Planning Act 2008.

## 1.3 Purpose of this Statement of Common Ground

- 1.3.1 The purpose of this document is to summarise the agreements reached between the parties on matters relevant to the examination of the application and to assist the Examining Authority ('ExA'). It also sets out the matters that remain unresolved at the time of writing, but which both parties are working positively toward resolving. As such, it is expected that further iterations of the SoCG will be submitted to the ExA throughout the Examination and prior to the making of any Development Consent Order ('DCO') for the Proposed Development.
- 1.3.2 The SoCG has been prepared with regard to the guidance in 'Planning Act 2008: examination of applications for development consent' (Department for Communities and Local Government, March 2015).
- 1.3.3 LNT has specifically identified the canal within, or in close proximity to, the proposed Order Limits; and that any crossing shop not impinge upon the navigation of the canal for recreational/leisure purposes.

1.3.4 The remainder of this SoCG is structured as follows:

- Section 2 – Summary of consultation and discussions; and
- Section 3 - Position of the parties

## **1.4 Status of this Statement of Common Ground**

1.4.1 This SoCG is currently in draft form.

## 2 Summary of Consultation and Discussions

### Introduction

- 2.1.1 The Applicant engaged in pre-application consultation with LNT in relation to the Proposed Development. Details of various meetings and key correspondence between the Applicant and LNT are set out in Table 2-1 Record of meetings and correspondence with LNT. Table 2-1 below.

**Table 2-1 Record of meetings and correspondence with LNT.**

Date of meeting/ correspondence	Description of meeting/correspondence
2nd March 2023	Applicant contacted LNT to provide information on the Proposed Development, to request feedback on the proposals, and to request any additional data that may be held regarding the canal.
20th March 2023	LNT response stating that they agree with the proposed crossing of the canal via horizontal directional drilling (HDD).
30 <sup>th</sup> November 2023	Louth Navigation Trust are keen to ensure the pipeline passes underneath the canal and the river Lud using some form of directional drilling so as not to block the canal for water users.  LNT are in the process of planning for new slipways to allow more water use in the future for sporting activities.
22 <sup>nd</sup> March 2024	Email correspondence on receipt of SoCG and
18 <sup>th</sup> April 2024	Email correspondence on SoCG and acceptance in principle of HDD crossing
19 <sup>th</sup> April 2024	Email Correspondence to LNT and availability for telecom
22 <sup>nd</sup> April 2024	Telecom update between Noel Cunningham (HE) and Steve Manders (LNT)
24 <sup>th</sup> April 2024	Email correspondence to LNT with Chapter 11
24 <sup>th</sup> April 2024	Email correspondence with LNT updates to draft SoCG

### 3 Position of the Parties

3.1.1 Table 3-1 sets out the position of the parties relating to the following topics:

- Environmental assessment of potential impacts on the Louth Canal
- Methodology for crossing the Louth Canal

3.1.2 To provide clarity, each of the matters for which a position has been attributed have been colour coded as follows:

<b>Agreed</b>	The matter is agreed between the parties, or there are no significant disagreement such that the matter is considered closed.
<b>Not agreed - no material impact</b>	The matter is not agreed between the parties; however the outcome of the approach taken by the Applicant or LNT is not considered to result in a material impact to the assessment conclusions. Discussions on this matter have concluded.
<b>In discussion</b>	This matter is neither 'agreed' or 'not agreed'. Technical work is being undertaken with the aim of achieving agreement, though the risk of disagreement remains.
<b>Not agreed</b>	The matter is not agreed between the parties and the outcome of the approach taken by the Applicant or LNT is considered to result in a materially different impact to the assessment conclusions.



**Table 3-1 Position of the Parties**

ID	Matter	Detail	Related documents and their references	Comments from the Parties	Agreed / Not Agreed
<b>General Matters</b>					
LNT1	Engagement	The pre-application engagement undertaken by the applicant has been proactive and professional.	N/A	Applicant: Applicant has engaged with LNT during pre-application  LNT: Agreed LNT have had regular engagement.	Agreed
LNT2	Project Information	Details of the project, including its need, have been provided.	N/A	Applicant: Project information was notified through correspondence during the pre-application period.  LNT: Agreed . LNT have discussed project details and why it is needed.	Agreed
<b>Potential impacts on the Louth Canal</b>					
LNT3	Environmental Assessment - General	Potential impacts of the Proposed Development on the canal are adequately assessed in Chapter 11 (Water Environment) of the Environmental Statement [APP-053].	APP-053	Applicant: All relevant plans and policies have been identified and appropriately considered in the ES Chapter.  LNT: All Seems OK at this point in the consultation	In Discussion
LNT4	Environmental Assessment - Mitigation	The Proposed Development's crossing of the canal will be installed by a trenchless method such as HDD, as shown on the Crossing Schedule appended to the Environmental Statement [APP-069]. This is an adequate and appropriate mitigation measure.	APP-053; APP-069	Applicant: As per detailed comment.  LNT: HDD is LNT's preferred method as we are very keen to ensure there are no restrictions over the water or Tow path of the Louth Navigation for due to the new pipe installation. All seems at this point in the consultation .	In Discussion

## 4 References

There are no documents referenced at present.