

Viking CCS Pipeline

9.56 Central Compound Site Selection Note

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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)(q)
Date: July 2024

Technical Note

Project name Viking CCS Pipeline	Project number 60668955	Client Harbour Energy	Subject Central Compound Site Selection Note
Date 26 July 2024	Issued by AECOM	Reason for issue Additional Information for ExA	Prepared by NBP
Checked by MW	Approved by MW		

1. Introduction

During ISH3 the ExA requested additional detailed information regarding the selection of the central compound location. This further information was requested to be provided at deadline 4.

2. Applicants Response to ExA Written Q1.3.8

Some information on the compound selection process has already been provided, which this note will expand upon. However, for completeness, ExA written question 1.3.1 and the Applicant’s response (included in the Applicant’s Response to Examining Authority’s First Written Questions [REP1-049]) are repeated below:

Table 2-1: ExA Written Question and Applicant’s response included in response to ExAs First Written Questions

1.3.1	<p>Construction compound choices</p> <p>A total of 14 construction compound locations are purported to have been assessed [APP-044, Paragraph 2.9.14]. The ES states: <i>"The selection of the preferred construction compounds was made with due consideration to the initial analysis work that had been undertaken, along with further consideration about how accessible the sites were in relation to the DCO Site Boundary and how impacts could be minimised where possible by choosing locations closer to the pipeline construction corridor."</i></p> <p>In respect of this:</p> <p>1) Provide details of the initial analysis work undertaken that resulted in locations being discounted or preferred over others.</p> <p>2) The wording suggests refinements were made to the compound locations on the basis of proximity to the construction corridor. Can it be explained if impacts on communities or the landscape in anyway influenced such refinements.</p>	<p>1) Locations for potential construction compounds were initially screened following a search of three land classifications within the local area</p> <ul style="list-style-type: none"> • Brownfield sites; only one suitable site was identified; • Vacant land as designated by North Lincolnshire Council; and • Greenfield sites. <p>Only one potential brownfield location was identified (a disused airfield at Holton le Clay). No suitable vacant land was identified.</p> <p>Potential greenfield locations were identified with due regard to the following criteria:</p> <ul style="list-style-type: none"> • access from major road networks, • travel distance to deliver pipe sections, • avoidance / interference to towns and villages, • cost incurred to reinstate the land, • Potential crop loss over a number of years, and • Potential landowner willingness to potential agreement. <p>The disused airfield at Holton le clay was initially chosen as a Central construction compound as it was a brownfield site that has previously been used for construction laydown for</p>
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	<p>other projects in the area. The site had good links to A Roads and was located centrally to the project.</p> <p>The Northern compound was ultimately selected as it had good transport links to A roads and close proximity to the pipeline corridor. The site is greenfield, but it was previously used as a laydown for a previous road improvement project so has some infrastructure (such as good access) that would simplify the temporary change to a construction compound.</p> <p>The small Southern compound was selected as it was on the site of the former Theddlethorpe gas terminal and therefore close to the location of Options 1 and 2 for the Theddlethorpe Facility.</p> <p>2) There are many factors that are taken into consideration in identifying options and selecting a preferred option including proximity to the construction site and road network, and avoiding potential impacts on communities, existing utilities, and protected sites and habitats.</p> <p>In terms of refining the locations this mainly related to the selection of a preferred Central compound site, options for which included the disused airfield at Holton le Clay and the proposed site adjacent to the A18. The primary use of the central compound is for the storage of pipe.</p> <p>Although the Holton le Clay site had been used before as a compound for the Hornsea project, the higher level of traffic anticipated for the Proposed Development was a concern, given the proximity of the site to the community of Holton le Clay, and the potential noise relating to decelerating and accelerating HGVs entering and leaving the compound. In addition, given its distance from the areas of pipeline construction, there would have been a need for many pipe deliveries through Waltham, New Waltham and Barnoldby le Beck. The preferred location avoided these issues, allowing the B1219 to be avoided.</p>
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3. Construction Compound Site Selection

The Central Compound needs to be located close to the centre of the pipeline route, to provide the most efficient way to distribute pipe to the central working areas. It is important to note the anticipated content and nature of the Central Construction Compound. As shown in the Central Compound layout drawing [APP-023], the compound will predominantly consist of a pipe storage location, with only limited other uses such as a small portacabin and chemical toilets. The quantity of pipe's stored on site will decrease daily from its initial peak once pipeline installation activities commence and sections are required to be transported to where they are needed.

The central section of the route is taken to be Section 3 which extends from the crossing of the A46 in the north to the crossing of Pear Tree Lane in the south. The route of this section of the Proposed Development is either in or remains close to the Lincolnshire Wolds National Landscape, having been developed principally to avoid communities and built-up areas to the east. In this section the boundary of the Lincolnshire Wolds National Landscape is contiguous with the route of the A18/Barton Street. The A18 is one of the main construction routes proposed to be used to construct the Proposed Development, it being one of only two A roads in this section (the other being the A16).

Locating the Central Compound/pipe store adjacent to an 'A' road is important because a substantial amount of construction traffic will need to use the compound/pipe store during both initial pipe delivery from the Port of Immingham, and subsequently for the distribution of pipe sections to the construction access points on Section 3. There are added advantages to locating the compound on the route itself, as it allows for some sections of pipe to be delivered to the working area along the running track/haul road, avoiding the need to take the pipe back out onto the local highway

network. Locating the compound at the proposed location means that approximately 155 sections of pipe can be distributed to the working width without taking them back onto the A18. This avoids 62 HGV trips on the local highway network.

Within Section 3 there are few compound locations what could allow for direct connection to an A road, whilst also being outside of the setting of the LWNL. The site at Holton le Clay would have achieved this but would have required hundreds of HGV pipe deliveries to be routed on the B1219, bringing construction traffic through the communities of Waltham, New Waltham and Barnoldby le Beck, as confirmed in the Applicant's response to ExA's question 1.3.1.

When the proposed Central Compound/pipe store option was identified, consideration was given to its proximity to the LWNL; however, it was assumed that effects on the setting of the LWNL would not be significant. This assumption was based on several factors:

- the local topography meant that visibility of the compound would be limited,
- the low height of the stored pipe - pipes would be stacked no more than 3 high and welfare and office cabins would be one storey,
- the temporary nature of any effects – the compound would be in place for approximately 12 months,
- the anticipated ease with which the compound would be able to be restored to its previous arable use.

The assumption that effects would not be significant has since been confirmed through the landscape and visual impact assessment presented in ES Chapter 7: Landscape and Visual [APP-049], where the impact was assessed as minor (not significant).

In summary, locating a compound adjacent to the A18 for access purposes means it is inevitable that the compound will be in the setting of the AONB, as their boundaries are contiguous. The only alternative was to locate the compound on the A16, however it was considered that a temporary effect of minor significance relating to the proximity of the compound to the LWNL was preferable to the potential noise, air quality, and traffic effects that may have resulted had the Applicant selected the Holton le Clay site option.