

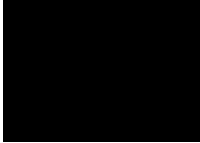
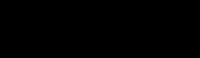
Viking CCS Pipeline

8.14 Statement of Common Ground – National Highways – Revision B (Clean)

Document Reference: EN070008/EXAM/8.14

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: September 2024

This Statement of Common Ground has been agreed between Chrysaor Production (UK) Limited and National Highways on the day specified below

<p>Signed: </p> <p>Print Name: Rebecca Garrett</p> <p>Job Title: Planning and Development</p> <p>Date: 19/09/2024</p> <p>Duly Authorised for and on behalf of National Highways</p>
<p>Signed: </p> <p>Print Name: Paul Davis</p> <p>Job Title: Viking CCS Onshore Development Manager</p> <p>Date: 12/09/2024</p> <p>Duly Authorised for and on behalf of Chrysaor Production (UK) Limited</p>

Revision History

Revision	Revision date	Details
Rev 1.0	19/09/2024	Final

Table of Contents

1	Introduction.....	1
1.1	Overview.....	1
1.2	The Role of National Highways	1
1.3	Purpose of this Statement of Common Ground	1
1.4	Status of this Statement of Common Ground.....	2
2	Summary of Consultation and Discussions	3
3	Position of the Parties.....	5
4	References	9

Tables

Table 2-1	Record of meetings and correspondence with National Highways.....	3
Table 3-1	Position of the Parties.....	6

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 National Highways 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 National Highways 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 National Highways

- 1.2.1 National Highways, formerly the Highways Agency and later Highways England, is a government-owned company charged with operating, maintaining and improving motorways and major A roads in England.
- 1.2.2 National Highways also sets highways standards used by all four UK administrations, through the Design Manual for Roads and Bridges. Within England, it operates information services through the provision of on-road signage and its Traffic England website, provides traffic officers to deal with incidents on its network, and manages the delivery of improvement schemes to the network.
- 1.2.3 National Highways is considered a statutory consultee for the proposed Viking CCS pipeline under Section 42 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 The following Strategic Road Network assets will be crossed by the proposed development, namely:
- A16
 - A18
 - A46
 - A180
- 1.3.4 National Highways have submitted a relevant representation with the following themes:
- Protective provisions
 - Traffic estimates

- Engineering Crossing design
- Lands

1.3.5 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 final.

2 Summary of Consultation and Discussions

Introduction

2.1.1 In addition to the consultation undertaken as part of statutory consultation, there have been a number of meetings and correspondence relating to the Proposed Development. Details of various meetings and key correspondence are set out in Table 2-1 Record of meetings and correspondence with National Highways. Table 2-1 below.

Table 2-1 Record of meetings and correspondence with National Highways.

Date of meeting/ correspondence	Description of meeting/correspondence
April 2023	Request from National Highways for meeting on the statutory consultation. Meeting arranged for 21 March 2023.
21 March 2023	Provided an overview of the proposals and updates on consultations. Agreed further meeting needed to look at draft traffic figures.
28 June 2023	Follow up meeting. Feedback from the meeting noted that the meeting reviewed initial traffic increases on National Highways routes and agreed they were not problematic. Agreed that any environmental information held by NH could be shared and that NH happy to help in progressing crossings of their assets.
19 th January 2024	Email correspondence on DCO application acceptance and issue of draft SoCG to National Highways.
21 st January 2024	Email correspondence confirming receipt of SoCg and request for meeting
25 th January 2024	Email correspondence with attached Technical Memorandum
29 th January 2024	Email correspondence noting reiteration of January TN01 recommendations and not in support of the methodology presented.
Jan-Mar 2024	Email correspondence on arranging a meeting date
5 th March 2024	Telecom meeting

Date of meeting/ correspondence	Description of meeting/correspondence
7 th MARCH 2024	Telecom meeting with Angus Wheeler regarding geotechnical design requirements
8 th March 2024	Email correspondence and confirmation that land plans will be amended to deleted plots 1/20, 1/21 and 1/23 respectively.
11 th March 2024	Email correspondence including shapefile for NH lands team
15 th March 2024	Telecom meeting with Nigel Yeatman regarding NH specifications/requirements for the trenchless crossings.
25 th April 2024	Email correspondence with latest SoCG provided to NH. Telecom with Rebecca Garrett and notification/provision of drawing illustrating attenuation tanks at Rosper Rd.
26 th April 2024	Email correspondence with first stage of responses to the points raised in the Technical Memorandum
21 st May 2024	Telecom to discuss first stage responses to Technical Memorandum
17 th June 2024	Email correspondence with updated Transport Assessment.
27 th June 2024	Email correspondence from NH requesting draft Schedule of Requirements
8 th July 2024	Email correspondence with Technical Memorandum
9 th July 2024	Email correspondence with revised Technical Memorandum
11 th July 2024	Telecom to discuss revised Technical Memorandum
July – September 2024	On going dialogue on Technical Memorandum and protective provisions

3 Position of the Parties

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

- General protective provisions for National Highways.
- Traffic Assessment within the Environmental Statement.

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

Agreed	The matter is agreed between the parties, or there are no significant disagreement such that the matter is considered closed.
Not agreed - no material impact	The matter is not agreed between the parties; however the outcome of the approach taken by the Applicant or National Highways is not considered to result in a material impact to the assessment conclusions. Discussions on this matter have concluded.
In discussion	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.
Not agreed	The matter is not agreed between the parties and the outcome of the approach taken by the Applicant or National highways 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	Position
NH1	Engagement	The pre-application engagement undertaken by the applicant has been proactive and professional.	N/A	Applicant: Project information was notified through statutory consultation and correspondence during pre-application period. NH: Agreed	Agreed
NH2	Project Information	Details of the project, including its need, have been provided.	N/A	Applicant: Project information was notified through statutory consultation and correspondence during pre-application period. NH: Agreed	Agreed
NH3	Protective Provisions	The protective provisions included in Part 9, Schedule 9 of the draft DCO (Revision H) ensure that appropriate protection and safeguarding measures for National Highways' assets and interests are in place. Both parties agree that appropriate protection is in place for National Highways and that National Highways will not suffer serious detriment to the carrying on of its undertaking as a result of the Project		Applicant: The Applicant has included protective provisions within the draft DCO that it considers would protect National Highways' interests and avoid any serious detriment to their undertaking. The terms of those provisions have not been agreed by National Highways. The Applicant will continue discussions to determine if common ground can be reached. NH: Protective provisions for the protection of National Highways statutory undertaking have not yet been agreed but are in discussion between the parties.	Not Agreed
Traffic and transport					
NH9a	Final Matters	Matters that remain in discussion	Draft DCO [AS-008] Construction Worker Travel Plan [REP2-034]	National Highways: Request that the Draft DCO <ul style="list-style-type: none"> • Refers to National Highways as an approving consultee for the forthcoming CTMP; • Refers to National Highways as an approving consultee for the forthcoming DEMP; • Provides security that the Northern Compound proposed boundary treatment will be submitted and approved by National Highways before construction commences to safeguard the safety of the roadway from any impact caused by the compound site; • Ensures that the CTMP will provide details of the Northern Compound, especially regarding the form of access, with details of visibility and design vehicle manoeuvring, including abnormal loads. Applicant: The applicant does not agree to the inclusion of these matters in the draft DCO.	Not Agreed
NH9	Assessment methodology	The scope of the assessment and assessment methodology in chapter 12 – Traffic and Transport [APP-054] of	Chapter 12 Traffic and Transport [APP-054] and appendices	Applicant: Agreed NH: Agreed, other than in relation to the points in NH9a above	Agreed

ID	Matter	Detail	Related documents and their references	Comments from the Parties	Position
		<p>the Environmental Statement are suitable and acceptable.</p>			
NH10	<p>Data collection, methods, baseline data and the identification and sensitivity of relevant features and receptors</p>	<p>The baseline information used in the assessment for Traffic and Transport is appropriate for the purposes of assessment.</p> <p>The sensitivity and types of receptors used in the Traffic and Transport assessment are appropriate, and the relevant receptors have been identified within the study area.</p>	<p>Appendix E to the Consultation Report [APP-039] providing the Statutory Consultation Responses.</p> <p>Chapter 12 Traffic and Transport [APP-054] and appendices</p>	<p>Applicant: Agreed</p> <p>NH: Agreed, other than in relation to the points in NH9a above</p>	Agreed
NH11	<p>Assessment findings</p>	<p>The conclusions of the Assessment of Effects in chapter 12 – Traffic and Transport [APP-054], are appropriate in identifying and assessing the significance of (in EIA terms) and effects of change resulting from the construction, operation and decommissioning of the Project on receptors. In accordance with the impact assessment’s methodology, effects which have been assessed to be ‘moderate’ and ‘major’ during the construction phases and are considered significant in EIA terms.</p> <p>The impact assessment concluded that potential significant effects (in EIA terms) would be experienced at the locations of four Automated Traffic Counts along the A1031 during the construction phase following the implementation of mitigation.</p> <p>No potential significant effects were identified during the operation or decommissioning phases.</p>	<p>Chapter 12 Traffic and Transport [APP-054]</p>	<p>Applicant: Agreed</p> <p>NH: Agreed, other than in relation to the points in NH9a above</p>	Agreed
NH12	<p>Securing mitigation</p>	<p>All relevant mitigation measures specified in ES Chapter 12 Traffic and Transport [APP-054] is adequately secured through the draft Construction Environmental Management Plan [APP-068]. The proposed mitigation is appropriate for managing construction and post construction impacts from the</p>	<p>Chapter 12 Traffic and Transport [APP-054]</p> <p>draft Construction Environmental Management Plan [APP-068]</p>	<p>Applicant: Agreed</p> <p>NH: Agreed, other than in relation to the points in NH9a above</p>	Agreed

ID	Matter	Detail	Related documents and their references	Comments from the Parties	Position
		<p>Project. The provision of mitigation is secured by requirement 5 of the DCO [AS-008] which requires that the CEMP must be prepared and approved before commencement of development.</p> <p>Further mitigation is provided in the Construction Traffic Management Plan (CTMP) which includes measures to be adopted during the construction phase. The proposed mitigation is appropriate for managing construction traffic impacts. The provision of mitigation is secured by requirement 6 of the DCO [AS-008] which requires that the CEMP must be prepared and approved before commencement of development.</p>	<p>Draft Construction Traffic Management Plan [APP-107]</p> <p>Draft DCO [AS-008]</p> <p>Construction Worker Travel Plan [REP2-034]</p>		
NH13	Assessment findings	<p>The conclusions of the Cumulative Effects Assessment as detailed in ES Chapter 12 – Traffic and Transport, are appropriate in concluding that the cumulative effects of the Project and other projects are unlikely to be greater than the Project alone.</p>	<p>Chapter 12 Traffic and Transport [APP-049]</p>	<p>Applicant: Agreed</p> <p>NH: Agreed, other than in relation to the points in NH9a above</p>	Agreed

4 References

There are no documents referenced at present.