

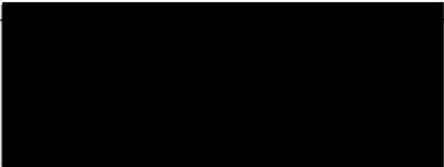

Viking CCS Pipeline

8.26 Statement of Common Ground – Driver and Vehicle Standards Agency – Revision B (Clean)

Document Reference: EN070008/EXAM/8.26

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 Draft Statement of Common Ground has been agreed between Chrysaor Production (UK) Limited and Driver and Vehicle Standards Agency on the day specified below

Signed: 
Print Name: <i>WONEDY RYDER</i>
Job Title: <i>CEO</i>
Date:
Duly Authorised for and on behalf of Driver and Vehicle Standards Agency
Signed: 
Print Name: <i>P. DAVIS</i>
Job Title: <i>VIKING ONSHORE DEVELOPMENT MANAGER</i>
Date: <i>25/09/26</i>
Duly Authorised for and on behalf of Chrysaor Production (UK) Limited

Revision History

Revision	Revision date	Details
Rev 1.0	16 th April 2024	Comments received from DVSA legal representatives (Veale Wasbrough Vizards) and incorporated into Rev 1
Rev 2.0	28 th August 2024	Updated to include discussion on Section 135

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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 Driver and Vehicle Standards Agency (DVSA) 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 DVSA 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 Driver and Vehicle Standards Agency

- 1.2.1 The remit of the DVSA is as follows:
- carrying out theory tests and driving tests for people who want to drive cars, motorcycles, lorries, buses and coaches, and specialist vehicles
 - approving people to be driving instructors and motorcycle trainers, and making sure they provide good-quality training
 - approving people to be MOT testers, approving the centres they work in, and testing lorries, buses and coaches ourselves
 - carrying out roadside checks on commercial drivers and vehicles to make sure they follow safety rules and keep their vehicles safe to drive
 - monitoring recalls of vehicles, parts and accessories to make sure that manufacturers fix problems quickly
 - approving training courses for qualified drivers, such as Driver Certificate of Professional Competence courses for lorry, bus and coach drivers, and drink-drive rehabilitation courses
 - supporting the Traffic Commissioners for Great Britain and the Northern Ireland transport regulator to license and monitor companies who operate lorries, buses and coaches, and to register local bus services
- 1.2.2 Ex A has requested a Statement of Common Ground be prepared and DVSA consulted 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 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 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 below.

Table 2-1 Record of meetings and correspondence with DVSA.

Date of meeting/ correspondence	Description of meeting/correspondence
4 th September 2023	Initial meeting between Applicant's land agents and the DVSA's representative to introduce the scheme and advise on the DCO process.
12 th September 2023	Heads of Terms issued by the Applicant to the DVSA.
12 th October 2023	Meeting between Applicant's land agents, DVSA and DVSA's legal representatives
13 th November 2023	Meeting between Applicant's land agents and DVSA's legal representatives
September 2023 – present	Various correspondence relating to ongoing negotiations between the Applicant and the DVSA's land agents and solicitors with a view to agreeing an agreement to acquire the necessary land rights.

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 DVSA
- 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 DVSA 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 DVSA 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
General Matters					
DVSA1	Engagement	The pre-application engagement undertaken by the applicant has been proactive and professional.	N/A	Applicant: Agreed DVSA: Agreed	Agreed
DVSA2	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. DVSA: Agreed	Agreed
Protective Provisions					
DVSA3	General	The terms of the draft DCO are suitable and no specific protective provisions are necessary to protect the DVSA's interest.	N/A	Applicant: Agreed. The Applicant is discussing the terms of any necessary consent under section 135 of the Planning Act 2008 with the DVSA. DVSA: Agreed, no protective provisions are required. The form of s135 consent has been agreed.	Agreed
DVSA4	General	The parties have agreed suitable mitigation and/or compensation to ensure that the DVSA's operational interests will not be significantly impacted by the proposed development.	N/A	Applicant: The Applicant has agreed Heads of Terms with the DVSA. A full legal agreement will be entered into in due course. DVSA: Heads of Terms are agreed. The Applicant has confirmed that the pipeline route will not cross DVSA's site, as otherwise proposed development could significantly impact DVSA's operational interests	Agreed

4 References

There are no documents referenced at present.