

Viking CCS pipeline

# Preliminary Environmental Information Report Volume II

Main PEIR

Applicant: Chrysoar Production (U.K.) Limited,  
a Harbour Energy Company

PINS Reference: EN070008

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Chapter 19

# Cumulative Effects



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# 19 Cumulative Effects

## 19.1 Introduction

- 19.1.1 This Preliminary Environmental Information Report (PEIR) chapter details the work undertaken to date in relation to the Cumulative Effects Assessment of the Viking CCS Pipeline (hereafter 'the Project') and reports the next steps for the assessment after the Statutory Consultation.
- 19.1.2 The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (Ref 19-1) (hereafter referred to as the 'EIA Regulations') set out a requirement to consider the cumulative environmental effects of a development project.
- 19.1.3 A range of public sector and industry-led guidance is available on the approach to assessing cumulative effects but at present there is no single, agreed industry standard method. As the Project is classified as a Nationally Significant Infrastructure Project (NSIP), the approach to the assessment of cumulative effects follows the guidance set out in the Planning Inspectorate Advice Note Seventeen (Ref 19-1) and guidance set out in the Institute of Environmental Management and Assessment (IEMA) 'State of Environmental Impact Assessment Practice in the UK' Report (Ref 19-3).
- 19.1.4 IEMA's report (Ref 19-3) recognises two major sources of cumulative effects:
- **Intra-project effects:** These effects occur where a single receptor is affected by more than one source of effect arising from different aspects of the project. An example of an intra-project effect would be where a local resident is affected by dust, noise and traffic disruption during the construction of a scheme, with the resulting cumulative effect on amenity being greater than each individual effect alone; and
  - **Inter-project effects:** These effects occur as a result of a number of developments, which individually might not be significant, but when considered together could create a significant cumulative effect on a shared receptor and will include developments separate from and related to the project. An example of such an effect may be where construction traffic relating to two different developments impact on users of a single road link.
- 19.1.5 This chapter provides a summary of the potential 'shared receptors' for the intra-project effects that may be affected by the Project in combination, and a long list of 'other developments' for consideration in the inter-project effects assessment at the Environmental Impact Assessment (EIA) stage.
- 19.1.6 The information provided in this chapter is based on available data from other proposed and committed developments and associated information which is currently in the public domain or has been provided to the Project, up to a cut-off date of 22 September 2022.
- 19.1.7 The cumulative impact assessment (CIA) does not consider other developments that are already constructed and operating, as such existing developments are already accounted for in the baseline conditions established for the main assessments within chapters 6 to 18 of this PEIR.
- 19.1.8 Further engagement with a range of statutory consultees, neighbouring authorities, and other developers to identify changes in information which may be pertinent to the assessment will be undertaken as part of the Statutory Consultation for the Project.

## 19.2 Legislation, Policy and Guidance

19.2.1 Due to the potential for cumulative effects to occur as a result of the construction, operation and maintenance of the Project, a cumulative assessment is being undertaken as part of the EIA. The national legislation, planning policy and guidance relevant to the cumulative effects assessment comprises:

### Legislation

- The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (Ref 19-1).

### Policy

- Overarching National Policy Statement (NPS) for Energy (EN-1) (Ref 19-4); and
- Draft Overarching NPS for Energy (EN-1) September 2021<sup>1</sup> (Ref 19-5).

### Guidance

- PINS Advice Note 9: Rochdale Envelope (Ref 19-6).

PINS Advice Note 17: Cumulative Effects Assessment (Ref 19-2) **Ref 19-1** The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017. Available at: <https://www.legislation.gov.uk/ukxi/2017/572/contents/made>

- **Ref 19-2**); and

## 19.3 Scoping Opinion and Consultation

19.3.1 A scoping exercise was undertaken in early 2022 to establish the content of the cumulative effects assessment and the approach and methods to be followed.

19.3.2 The Scoping Report records the findings of the scoping exercise and details the technical guidance, standards, best practice and criteria to be applied in the assessment to identify and evaluate the likely significant cumulative effects of the Project.

19.3.3 Following receipt of the Scoping Opinion, the following requirements presented in **Table 19-2** have been identified by the Planning Inspectorate which have been taken account of in this PEIR chapter and will be as part of the ongoing cumulative effects assessment which will be included within the Environmental Statement (ES).

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<sup>1</sup> It is anticipated that this draft will be finalised and published in 2022. Accordingly, the updated version of the NPS EN-1 will be considered as part of the cumulative assessment in the ES.

**Table 19-1: Summary of the EIA Scoping Opinion in relation to Cumulative Effects**

Section Reference to Scoping Opinion	Applicant's proposed matter	Planning Inspectorate / prescribed consultee comments	Response
Paragraph 19.3.4	Zone of Influence	The Scoping Report does not explain the reasoning behind the application of a 250m zone of influence at this preliminary review stage, and it is not clear how this aligns with the other scoping zones of influence applied in the technical chapters of the Scoping Report. The zone of influence applied should be fully justified in the ES.	A justification of a 250 m zone of influence / Study Area is provided in section 19.5.3.
Paragraph 19.3.7	Long list of other development	The Inspectorate understands from the information provided that the long list will be updated and revised as consultation with stakeholders is undertaken and the ES is prepared. The ES should identify a 'cutoff' date with respect to this process so that the currency of it can be understood.	The identification of a cut-off date for the long list for this PEIR is provided in section 19.1.6, but note that this would be revised for the ES.
Paragraph 19.4.2	Interaction with wider V Net Zero Transportation and System (now the Viking CCS project)	The 'bridging document' should be submitted as part of the ES, and will be an important document to ensure that the key findings are brought into the cumulative effects assessment where applicable, following the methodology for assessment described in the ES.	A 'bridging document' will be provided as part of the ES but is not available at this stage as the offshore assessment work has not progressed sufficiently at this stage. The Project is one component of the overall Viking CCS Project. These other elements of the overall Scheme are being consented separately. The 'bridging document' will present a summary of the key findings of the two ES's and also highlight any potential inter-Project cumulative impacts and assess their potential significance.

19.3.4 The other prescribed consultees who commented on the cumulative effects assessment section of the Scoping Report comprised of East Lindsey District Council, Lincolnshire County Council, North Lincolnshire Council, Theddlethorpe All Saints and St Helens Parish Council, West Lindsey District Council, Environment Agency and Natural England. Within these comments, it was requested that various projects are considered.

19.3.5 **Table 19-2** sets out these projects and explains how they have been considered and whether they have been added to the Long List.

**Table 19-2: Additional Projects to Consider for Long List**

Comment	Consideration	Added to Long List?
Nuclear Waste Services - Geological Disposal Facility at Theddlethorpe	Although the former Theddlethorpe Gas Terminal (TGT) site has been identified as a candidate site for a Geological Disposal Facility, there are no formal planning applications or tangible information to consider in a cumulative effects assessment. It is also not certain that this development will proceed at Theddlethorpe.	x
Neptune Energy Projects for the storage of CO <sub>2</sub> offshore using the existing CMS Murdoch pipeline and offshore infrastructure	It is likely this comment refers to Neptune Energy’s DelpHYnus project which did not receive Track 1 funding but is applying for Track 2 CCUS cluster plan. If more detailed plans are presented and available, this will be included in the CIA for the ES, but it cannot currently be included.	x
Humber Low Carbon Pipeline	Humber Low Carbon Pipeline is being developed by National Grid Carbon Limited and comprises the construction of dual pipelines to transport CO <sub>2</sub> (to facilitate carbon capture, usage and storage (CCUS)) and hydrogen between Drax in North Yorkshire to a landfall point on the Holderness coast in East Riding of Yorkshire. Humber Low Carbon Pipeline is also an NSIP and is at the pre-application phase. The Humber Low Carbon Pipeline’s Scoping Boundary is located approximately 2.6km west of the Project’s Draft Order Limits. Humber Low Carbon Pipeline has been added to the Long List.	✓
There are two potential routes for a train line to be installed & both have the potential to cross the	If more detailed plans are available, this will be included in the CIA for the ES, however it cannot currently be included.	x



Comment	Consideration	Added to Long List?
proposed pipeline route at some point. The pipeline route would probably be installed years before a train line but installed & operated within the operational phase of the CO <sub>2</sub> project site.		

19.3.6 No matters have been proposed to be scoped out of the assessment.

**Consultation**

19.3.7 Consultation for the Project is an ongoing process, and more details are provided in *Chapter 4: Consultation* of this PEIR. The Long List of projects is provided in section 19.7 for comment and will be agreed with all relevant parties in advance of developing the short list to be taken forward for detailed assessment.

**19.4 Assessment Method**

**Assessment of Intra-project effects**

19.4.1 Advice Note Seventeen (Ref 19-2) does not cover intra-project effects and so a bespoke approach is proposed.

19.4.2 The assessment of intra-project effects considers whether an individual environmental receptor or resource will likely be affected by more than one type of impact as a result of the construction and/or operation of the Project. The assessment methodology involves the identification of separate impacts or impact interactions associated with the Project affecting the shared receptors and resources, in order to understand the overall environmental effect of the Project.

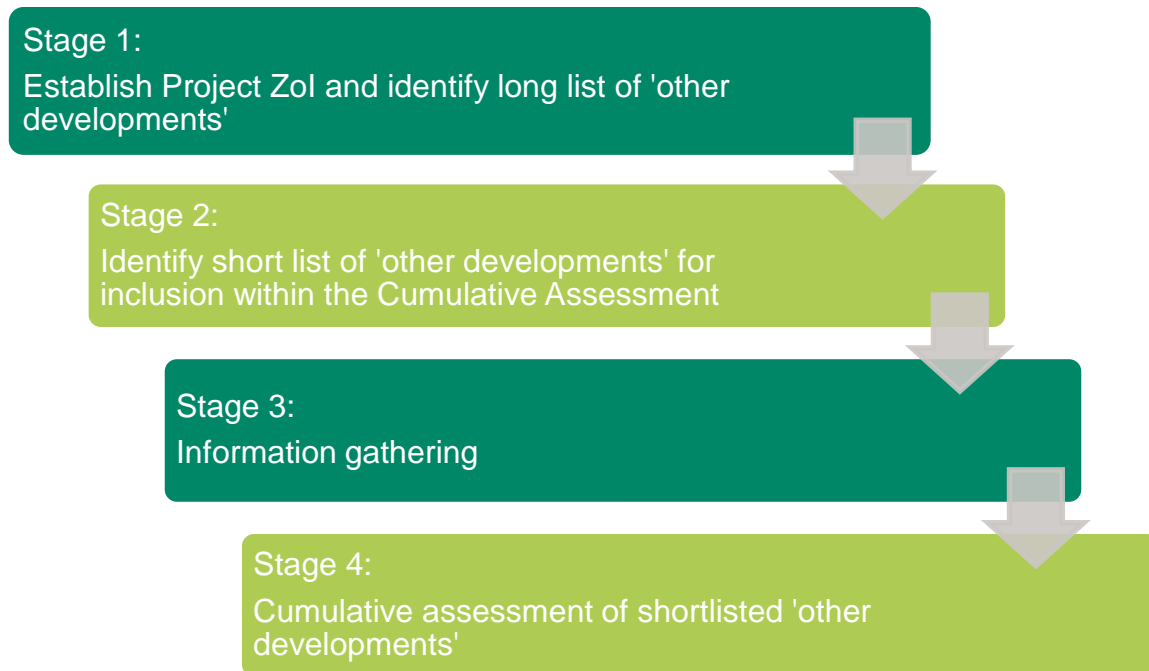
19.4.3 The potential effects on shared receptors will be identified by reviewing the topic conclusions within the environmental assessment topics, in order to establish where individual impacts may combine and result in likely significant effects. The significance of intra-project effects upon environmental receptors and resources will be determined using professional judgement, with input provided by from those responsible for the production of the individual topic assessments.

**Assessment of Inter-project effects**

19.4.4 In accordance with the approach contained within Advice Note Seventeen (Ref 19-2), the approach to inter-project effects assessment will be undertaken in stages, as summarised in **Figure 19-1** and detailed below.



**Figure 19-1: Staged Approach to Cumulative Assessment**



**Stage 1: Establishing the long list of ‘other existing development and/or approved development’**

- 19.4.5 This stage involves establishing the Project’s Zone of Influence (Zol) associated with the topic areas assessed, within which a long list of other planned developments and development allocations will be identified.
- 19.4.6 This stage of work has provisionally commenced and identified an initial long list of developments (section Error! Reference source not found.). These reflect the position at the time of writing and if any further developments that are likely to result in inter-project effects with the Project are identified, these will be added for consideration in the final ES chapter.
- 19.4.7 Developments have been included on the initial long list of developments based on criteria that indicate their certainty. The criteria are assigned in tiers which descend from Tier 1 (most certain) to Tier 3 (least certain) and reflect a diminishing degree of certainty.

**Table 19-3: Certainty Criteria Tier 1, 2 and 3**

Tier	Factors attributing to Other Development
Tier 1	Under construction. Permitted application(s) but not yet under construction. Submitted application(s) not yet determined.
Tier 2	Projects where a Scoping Report has been submitted.
Tier 3	Projects on the PINS Register of Projects where an EIA Scoping Request has not been made. Local development plan allocations (adopted and emerging) with appropriate weight being given as they move closer to adoption). Identified in other plans and programmes (as appropriate) which set the framework for future development consents / approvals.

19.4.8 Developments that are more speculative or in early development cannot be included as there is typically insufficient information upon which to base any meaningful cumulative assessment.

19.4.9 The initial long list of developments will be further defined as the stage 1 work progresses and comments from this Statutory Consultation are received.

### **Stage 2: Establishing a shortlist of 'other existing development and/or approved development'**

19.4.10 At Stage 2, any developments of a nature or scale without the potential to result in cumulative impacts will be excluded, following discussion with the local planning authorities and consideration of the likely zone of influence for each environmental topic. The justification for including or excluding developments from the Long List will be provided in a matrix, modelled on the example given within Matrix 1 (Appendix 1) of the Planning Inspectorate's Advice Note Seventeen. Although the main information gathering is undertaken at Stage 3, some information clearly needs to be gathered to inform the development of a shortlist.

### **Stage 3: Information Gathering**

19.4.11 This stage will involve reviewing the available information about the shortlisted development(s), in order to establish the details of their likely environmental effects.

19.4.12 Information relating to the shortlisted developments will be collected from appropriate sources, which may include the local planning authorities, the Planning Inspectorate or directly from the applicant/developer. Information sought will include, but not be limited to:

- Proposed design and location information;
- Proposed programme of demolition, construction, operation and/or decommissioning; and
- Environmental assessments that set out baseline data and effects arising from 'other development'.

19.4.13 The criteria for determining the significance of any cumulative effect will be based upon:

- The duration of effect, i.e., will it be temporary or permanent;
- The extent of effect, e.g., the geographical area of an effect;
- The type of effect, e.g., whether additive or synergistic;
- The frequency of the effect;
- The 'value' and resilience of the receptor affected; and
- The likely success of mitigation.

### **Stage 4: Assessment**

19.4.14 Those developments that meet the inclusion criteria set out in the above stages will be incorporated into the final assessment, which will involve identifying where effects are likely to occur and assessing the significance of those effects on environmental receptors and resources, taking into account any mitigation measures.

19.4.15 This will be documented in a matrix, in line with Matrix 1 (Appendix 2) of the Planning Inspectorate's Advice Note Seventeen (Ref 19-2) which includes the following:

- A brief description of the development;

- An assessment of the cumulative effect with the Project;
- Proposed mitigation applicable to the Project including any apportionment; and
- The likely residual cumulative effect.

## 19.5 Initial Screening of Other Development Projects and Allocations (Stage 1)

19.5.1 The cumulative effects assessment of the Project is currently at Stage 1 which involves the establishing the Project’s Zol and the Long List of committed developments.

19.5.2 The Stage 1 activities undertaken to date have focused on establishing the Project’s likely Zol associated with each of the environmental topic’s areas being assessed within the EIA. Error! Reference source not found. presents the largest Zol identified within each environmental topic, however these are indicative and will be subject to further review as the assessments progress.

**Table 19-4: Zol Extents for Assessment of Potential Cumulative Impacts**

Environmental Topic	Maximum ZOI	Zone of Influence and Justification
Ecology and Biodiversity	2km of the Draft Order Limits	<b>Construction and Operation:</b> The Zol comprises 10km from the Draft Order Limits for Statutory designated sites, and 2km for all other receptors. However, the Habitat Regulations Assessment (HRA) which will be produced for the DCO application and assess the effects on Statutory designated sites resulting from the Project in-combination with the projects in the Long List and so this will not be repeated in the full CIA. Therefore the maximum ZOI for this topic will be 2km.
Landscape and Visual	2km of the Draft Order Limits	<b>Construction and Operation:</b> The Zol comprises 1 km from the pipeline corridor Draft Order Limits, 3 km from the Immingham Facility, Theddlethorpe Reception Facility and the Block Valve Stations. The extent of the Study Area has been informed by a review of the maximum parameters of the Project, desk-based research, the appraisal work undertaken to date to inform the routeing and siting work undertaken to date, knowledge of the area and professional judgement. As the 3km ZOI is specific to the facilities and block valve stations it is not thought to be proportionate to the CIA to incorporate more developments at these locations alone. Therefore, the maximum ZOI for this topic will be 2km.
Historic Environment	2km of the Draft Order Limits	<b>Construction and Operation:</b> <b>Designated assets:</b> 2 km Zol either side of the Draft Order Limits

Environmental Topic	Maximum ZOI	Zone of Influence and Justification
		<p><b>Non-Designated assets:</b> 1 km Zol either side of the Draft Order Limits</p> <p>Beyond these distances it is considered that designated and non-designated heritage assets will not be impacted by the construction, operation or decommissioning of the Project.</p>
<p>Geology and Hydrogeology</p>	<p>250m of the Draft Order Limits</p>	<p><b>Construction and Operation:</b> The Zol extends to 250m around the Draft Order Limits.</p> <p>Interaction between the Project and receptors, or sources, of contamination beyond 250m generally would not occur as a result of the ground conditions present in and around the Project, as a viable pathway between source and receptor is less likely to be present over greater distances.</p>
<p>Agriculture and Soils</p>	<p>Draft Order Limits</p>	<p><b>Construction and Operation:</b> The Zol comprises the Draft Order Limits excluding areas considered to be marine or intertidal which do not have the potential to contain soils or agricultural land. The agricultural land within the Draft Order Limit is where there is potential for direct effects.</p>
<p>Water Environment</p>	<p>1km of the Draft Order Limits</p>	<p><b>Construction and Operation:</b> The Zol extends 1km around the Draft Order Limits. This allows all waterbodies which may be directly impacted by the Project to be identified.</p>
<p>Traffic and Transport</p>	<p>2km Draft Order Limits</p>	<p><b>Construction:</b> The Zol comprises the anticipated construction routes of which the furthest point away from the Draft Order Limits is approximately 7.6km. This represents the point where there may be an impact on existing traffic levels. The number of projects within this larger Zol may lead to a disproportionate level of appraisal and so the maximum Zol is reported as the same as the overall largest ZOI of 2km.</p>
<p>Noise and Vibration</p>	<p>500m of the Draft Order Limits</p>	<p><b>Construction and Operation:</b> The Zol comprises 500m around the Immingham Facility, Theddlethorpe Facility and Block Valve Stations and 300m around the remainder of the Draft Order Limits. These distances have been selected based on previous experience that operational noise sources are likely to be negligible at distances greater than 500m and that construction noise predictions (based on guidance in BS 5228:2009+A1:2014 'Code of practice for noise and vibration control on construction and open</p>

Environmental Topic	Maximum ZOI	Zone of Influence and Justification
		sites - Part 1: Noise' are generally reliable up to 300m.
Air Quality	350m of the Draft Order Limits	<p><b>Construction:</b> The Zoi comprises various distances from construction activities for human and ecological receptors, the largest of which is 350m.</p> <p>The Zoi was informed by the Institute of Air Quality Management (IAQM) (2014, 2017 and 2019) guidance documents</p> <p><b>Operation:</b> Operational phase air quality effects are scoped out of the assessment.</p>
Climate Change	Draft Order Limits	<p><b>Construction and Operation:</b> The Zoi covers all Greenhouse Gas (GHG) emissions arising from activities undertaken within the Draft Order Limits and indirect emissions from activities outside the Draft Order Limits (for example, the transportation of materials to the Project boundary and embodied carbon within construction materials). The Draft Order Limits covers all land, assets and infrastructure which constitute the Project, during construction, operation, and decommissioning.</p>
Socioeconomics	1km of the Draft Order Limits	<p><b>Construction:</b> The Zoi comprises of various Zoi:</p> <p><i>Employment, Economic Growth and Training:</i> the local authority areas of North Lincolnshire, North East Lincolnshire, East Lindsey, and West Lindsey</p> <p><i>Recreational Routes and PRowS:</i> all affected</p> <p><i>Community Severance (schools, healthcare facilities, libraries):</i> 1km buffer either side of the Draft Order Limits</p> <p><i>Land take:</i> the Draft Order Limits</p> <p><i>Amenity Value, Community Severance and Development Land:</i> 1km buffer either side of the Draft Order Limits</p> <p>The number of projects within the larger Zoi of the extent of the host Local Authorities may lead to a disproportionate level of appraisal and so the maximum Zoi is reported as the second largest, which is 2km (1km either side of the Draft Order Limits).</p> <p><b>Operation:</b> As an assessment of the operational phase impacts has been scoped out.</p>
Health and Wellbeing	1km of the Draft Order Limits	<p><b>Construction and Operation:</b> The Zoi comprises the Health Profiles of the host Local Authorities and for sensitive receptors, these are the same as socioeconomic, noise and vibration, air quality and</p>

Environmental Topic	Maximum ZOI	Zone of Influence and Justification
		<p>traffic and transport. The number of projects within the larger ZOI of the extent of the host Local Authorities and traffic and transport ZOI may lead to a disproportionate level of appraisal and so the maximum ZOI is reported as the same as the topics aforementioned.</p>
Materials and Waste	Draft Order Limits	<p><b>Construction:</b> The ZOI comprises the Draft Order Limits and the region within which waste management facilities are located and from where construction materials may be sourced (East Midlands and Yorkshire and the Humber). The number of projects within this larger ZOI of East Midlands and Yorkshire and the Humber may lead to a disproportionate level of appraisal and so the maximum ZOI is reported as the Draft Order Limits.</p> <p><b>Operation:</b> Operational phase materials and waste management issues are scoped out of the assessment.</p>

19.5.3 As project sizes and scales can vary, the Study Area for the assessment of cumulative effects is defined on a case-by-case basis, reflecting the type of project in question over and be proportionate to where significant effects can reasonably be considered to occur from both the Project and in combination with other Projects. The largest ZOI is 2km. The following areas of search are being adopted as part of Stage 1 for the PEIR:

- A. **NSIPs:** 15km. This is based upon professional judgement from similar projects on the likely area for which other large scale infrastructure projects may result in significant cumulative effects; and
- B. **Town and Country Planning Application (TCPA):** 4km. This is based upon the largest environmental assessment topic ZOI (as presented in **Table 19-3**) which is 2km, and doubling it, under the assumption other projects have a similar ZOI to the Project.

19.5.4 This preliminary review, and subsequent update of the Long List, used data sources including the National Infrastructure Planning website (Ref 19-7) and planning portals for North East Lincolnshire Council, North Lincolnshire Council, West Lindsey District Council, East Lindsey District Council and Lincolnshire County Council (Ref 19-7 to Ref 19-12) and is presented in **Table 19-5** and shown on **Figure 19-2**.

19.5.5 The Long List will be further refined based on comments received during this Statutory Consultation, through further engagement with relevant consultees, and as new developments become known. The assessment will then move to Stage 2 where any developments of a nature or scale without the potential to result in cumulative impacts will be excluded from the Long List. Stages 3 (information gathering) and Stage 4 (assessment) will only commence once the Long and Short Lists have been agreed with the Local Authorities and other interested consultees.

**Table 19-5: Long List of Other Developments with the Potential for Inter-Project Impacts**

Reference	Development Name and Details	Development Status and Programme	Approx. Distance from the Project	Tier
<b>Nationally Significant Infrastructure Projects</b>				
EN010098	<p><u>Hornsea Project Four Offshore Wind Farm (Orsted Hornsea Project Four Limited)</u></p> <p>The Hornsea Four onshore export cable corridor consists of an 80 m onshore temporary easement (although a wider corridor of 120 m is provided for at the crossing of the National Rail Network at Beswick). The permanent easement width will be 60m except where obstacles are encountered such as the Network Rail Crossing near Beswick (where the permanent footprint may be extended up to 120m to facilitate trenchless crossing of the railway line), and on the approach to the landfall and onshore substation.</p>	<p>Completed examination phase, awaiting decision.</p> <p>Indicative construction programme for onshore elements to commence January 2024, total construction duration 61 months.</p>	<p>Section 2 of the Project's Draft Order Limits run adjacent to EN010098's Order Limits from Immingham to Brigsley, overlapping near Roxton Farm. At Brigsley, in Section 3 the Hornsea Four onshore export cable travels east away from the Scoping Boundary, towards the coast.</p>	1
EN010097	<p><u>VPI Immingham Open Cycle Gas Turbine (OCGT)</u> <u>(VPI Immingham B Ltd)</u></p> <p>The Proposed Development comprises the construction and operation (including maintenance) of a gas-fired Open Cycle Gas Turbine (OCGT) power station with a gross electrical output of up to 299MW. Gas would be supplied to the Proposed Development by</p>	<p>DCO granted.</p> <p>Indicative construction period commences Q1 2021 with commissioning Q4 2022.</p>	<p>The Order Limits of EN010097 are located directly adjacent to Section 1 of the Project's Draft Order Limits and intersect for approximately 1.2km (associated with the cable route of EN010097).</p>	1



Reference	Development Name and Details	Development Status and Programme	Approx. Distance from the Project	Tier
	means of new and existing gas connection pipelines.			
TR030001	<p><u>ABLE Marine Energy Park (Able Humber Ports Ltd)</u></p> <p>A new and substantial manufacturing base for the offshore marine energy sector.</p>	<p>DCO granted.</p> <p>Construction is scheduled to begin in June 2022 and be completed by March 2025.</p> <p>First quays are planned to be available in Q3 2023.</p>	<p>The Draft Order Limits of TR030001 are adjacent to Section 1 of the Project’s Draft Order Limits at Immingham. Part of TR030001 Order Limits overlap with Section 1 of the Scoping Boundary on Humber Road.</p>	1
EN010038	<p><u>North Killingholme Power Project (C.GEN Killingholme Ltd)</u></p> <p>C.Gen has development consent to build a 470MW power station on the south bank of the Humber Estuary, near North Killingholme, North Lincolnshire.</p>	<p>DCO granted.</p> <p>The project construction is likely to commence in 2022 and is expected to enter into commercial operation in 2024.</p>	<p>EN010038 Order Limits are located approximately 2.5km north west of Section 1 of the Project’s Draft Order Limits at Immingham. Although outside the set ZOI, due to its size and scale, it has been included in this initial Long List.</p>	1
EN010107	<p><u>South Humber Bank Energy Centre (EP Waste Management Limited)</u></p> <p>The construction and operation of an energy from waste plant of up to 95 megawatts gross capacity and associated development including</p>	<p>DCO granted.</p> <p>Indicative construction period commenced Q2 2020 with commissioning Q4 2023.</p>	<p>EN010107 Order Limits are located approximately 4.8km north east of Section 1 of Project’s Draft Order Limits.</p>	1

Reference	Development Name and Details	Development Status and Programme	Approx. Distance from the Project	Tier
	an electrical connection, landscaping and access.			
EN070006	<p><u>Humber Low Carbon Pipelines (National Grid Carbon)</u></p> <p>A new onshore pipeline network to transport captured carbon dioxide from the region's emitters for safe subsea storage and to enable industries to fuel-switch from fossil fuels to low carbon hydrogen.</p>	<p>At the pre-application stage, DCO submission expected Q1 of 2023.</p> <p>Indicative construction period unknown.</p>	EN070006's Scoping Boundary is approximately 2.6km west of the Project's Draft Order Limits.	2
TR030008	<p><u>Immingham Green Energy Terminal (Associated British Ports)</u></p> <p>The Project comprises a new liquid bulk import terminal and associated processing facility, the purpose of which is to deliver a green hydrogen production facility. Imported ammonia will be stored and processed at the site to create green hydrogen, for onward transport to filling stations throughout the UK. Key project infrastructure comprises; a new approach trestle; jetty superstructure and topside infrastructure; and land side processing infrastructure.</p>	<p>At the pre-application stage, Scoping Report submitted to the Planning Inspectorate on 30 August 2022.</p> <p>DCO submission expected Q2 2023.</p>	TR030008 Scoping Boundary is located approximately 2.2km south east of the Project's Draft Order Limits.	2
TR010016	<p><u>Castle Street Improvement (National Highways)</u></p>	<p>DCO granted.</p> <p>Indicative construction period commences Q2 2020 with commissioning Q4 2023.</p>	TR010016 Order Limits are located approximately 13.1km	1

Reference	Development Name and Details	Development Status and Programme	Approx. Distance from the Project	Tier
	<p>The Scheme comprises the following improvements to approximately 1.5km of the A63 and connecting side roads in Hull between Ropery Street and the Market Place/Queen Street junction: - Lowering the level of the A63 by approximately 7m into an underpass at the Mytongate Junction and raising Ferensway and Commercial Road by approximately 1m creating a grade separated (split-level) junction. New east and west-bound slip roads would link the A63 and Mytongate Junction. - Widening the east-bound carriageway of the A63 to three lanes between Princes Dock Street and Market Place, with the nearside lane being marked for local traffic. - Removing all existing signal controlled and uncontrolled pedestrian crossings on the A63, between Ropery Street and the Market Place/Queen Street junction. - Providing a new bridge over the A63 for pedestrians, cycles and disabled users at Porter Street. - Providing a new bridge over the A63 for pedestrians, cycles and disabled users south of Princes Quay shopping centre.</p>		<p>east of the Project's Draft Order Limits.</p>	
<p>TR030007</p>	<p><u>Immingham Eastern Ro-Ro Terminal</u></p> <p>A new roll-on/roll-off facility comprising a new jetty with up to four berths, improved hardstanding, Terminal buildings and an internal side bridge to cross over existing port infrastructure.</p>	<p>At the pre-application stage, Scoping Report submitted to the Planning Inspectorate on 14 September 2021.</p> <p>The Scoping Report states it is envisaged that construction works will</p>	<p>TR030007 Scoping Boundary is located approximately 13.5km east of the Project's Draft Order Limits.</p>	<p>2</p>

Reference	Development Name and Details	Development Status and Programme	Approx. Distance from the Project	Tier
		start in Summer 2023 and will have been largely completed by mid-2025.		
<b>North East Lincolnshire Council</b>				
DM/0996/15/FUL	Change of use of land to caravan site for four number caravans with associated access and boundary treatments	Approved – development to commence within three years of date of permission (19 January 2016). It is unclear if this development has commenced, or consent has expired. This will be confirmed in the ES.	Located approximately 620m east of the Draft Order Limits to the west of B1210 Stallingborough Road, south of Immingham.	1
DM/1004/18/FUL	Change of Use of a Former Care Facility to Create 1no. Dwelling at Gatehouse Farm, Stallingborough Road, Immingham	Approved – development to commence within three years of date of permission (12 February 2019). It is unclear if this development has commenced, or consent has expired. This will be confirmed in the ES.	Located approximately 550m north east of Section 2 of the Draft Order Limits to the west of B1210 Stallingborough Road, south of Immingham.	1
DM/0899/21/FUL	Grimsby Solar Farm, Aura Power	Pending consideration – was originally planned to have a four month construction programme commencing spring 2022.	Approximately 190m north east of Section 2 of the Draft Order Limits, north of Aylesby.	1
DM/1097/18/FUL	Change of use of land for the siting of 74 timber lodges at Laceby Manor Golf Course, Laceby Manor Resort Limited	Approved - development to commence within three years of date of permission (8 November 2019).	Approximately 400m north east of the Draft Order Limits, south of Laceby.	1
DM/0076/20/FUL	Application for demolition of existing outbuilding and “Change of Use” of land to site 31No. Timber Holiday Lodges and 1No. Site	Approved - development to commence within three years of date of permission (7 December 2020)	Approximately 255m north east of the Draft Order Limits, off Barton	1

Reference	Development Name and Details	Development Status and Programme	Approx. Distance from the Project	Tier
	Managers Lodge with adjacent Site Supply Shed / Shop, together with erection of a Residential Double Garage to the Existing House on Site.		Street near Barnoldby le Beck.	
DC/765/12/WOL	New buried pumped foul sewer line, Laceby Manor Resort.	Approved - development to commence within three years of date of permission (22 November 2012)	Approximately 208m north east of the Draft Order Limits.	1
DM/1087/17/FUL	Application for additional land to install buried electrical cables under the railway at Roxton Sidings via Horizontal Directional Drill (HDD) to connect the Hornsea Project One Offshore Wind Farm to the grid.	Approved - development programme unknown, however Hornsea One project is said to be nearing completion on project website <a href="https://hornseaprojectone.co.uk/">https://hornseaprojectone.co.uk/</a>	Intersects the Draft Order Limits in Section 2.	1
DM/1119/19/FUL	Application to extend existing site to enable Horizontal Directional Drilling (HDD) works and the subsequent installation of cable associated with the Hornsea Project Two Offshore Wind Farm	Approved - development programme unknown, however the project is expected to be fully operational in 2022. <a href="https://hornseaprojects.co.uk/hornsea-project-two">https://hornseaprojects.co.uk/hornsea-project-two</a>	Approximately 7m to the east of the Draft Order Limits.	1
DM/0082/20/FUL	Application to demolish two existing semi-detached dwellings and erect two detached dwellings to include integral garage for Plot 2 (Amended Plans received 23rd July 2020 and Amended Description)	Approved - development to commence within three years of date of permission (16 September 2020).	Approximately 3m south west of the Draft Order Limits.	1
DM/0211/20/REM	Reserved matters application following DM/0950/15/OUT (Outline application for a residential development of up to 118 dwellings, with access to be considered) to erect 118	Approved – development to commence within three years of date of permission (September 2021)	Approximately 1.3km east of the Draft Order Limits.	1

Reference	Development Name and Details	Development Status and Programme	Approx. Distance from the Project	Tier
	dwelling with appearance, landscaping, layout and scale to be considered			
DM/1175/17/FUL	Residential development for 145 dwellings with associated parking, landscaping and emergency vehicular access only onto Mill Lane. (amended plans and documents January 2019)	Approved – development to commence within three years of permission (23 December 2019)	Approximately 380m east of the Draft Order Limits	1
DM/0696/19/FUL	Erection of 225 dwellings with access off Midfield Road and Andrew Road with ancillary parking, garaging and associated infrastructure and widening of Andrew Road (additional information supplied: Habitat Regulations Assessment June 2022) - amended plans and information July 2022	Pending consideration	Approximately 4km north east of the Draft Order Limits	1
DM/0313/16/FUL	Erection of 204 dwellings with ancillary parking, garaging, access road and associated works	Approved – development to commence within two years of permission (10 February 2017).  Appears to now be complete. This will be confirmed in the ES and included in baseline as appropriate.	Approximately 2km north of the Draft Order Limits	1
DM/1240/21/FUL	Erection of 227 dwellings, garaging, creation of new vehicular access on Louth Road, landscaping and associated works (Amended Plans and Description to include 3 additional units).	Approved - development to commence within three years of permission (24 August 2022)	Approximately 1.2km north of the Draft Order Limits	1

**North Lincolnshire Council**

Reference	Development Name and Details	Development Status and Programme	Approx. Distance from the Project	Tier
PA/2022/1400	Application to demolish existing office building and replace with office building and new secure vehicle compound.	Pending consideration	Intersects Section 1 of the Draft Order Limits	1
PA/2022/1223	A hybrid application comprising full planning permission for the development of land adjacent to the West Gate Entrance of the Port of Immingham for port related employment uses.	Pending consideration	Approximately 160m north of the Draft Order Limits.	1
PA/2022/1548	Planning permission to construct and operate a temporary pilot post-combustion carbon capture plant and associated infrastructure	Pending consideration	Approximately 40m north west of the Draft Order Limits.	1
PA/2022/628	Hybrid application comprising full planning permission to erect 32 dwellings and outline planning permission for 85 dwellings with appearance, landscaping, layout and scale reserved for subsequent consideration	Pending consideration	Approximately 1.9km west of the Draft Order Limits.	1
PA/2022/443	Planning permission for the installation of a solar photovoltaic array/solar farm & associated infrastructure	Pending consideration	Approximately 2.5km north west of the Draft Order Limits.	1
PA/2019/893	Planning permission to retain change of use of land from agricultural to storage and distribution (Use Class B8) with associated hard-standing	Pending consideration	Approximately 1.9km north of the Draft Order Limits.	1
<b>East Lindsey District Council</b>				
N/085/00883/15	A hybrid application consisting of outline erection of up to 300 dwellings with means of access to be considered and full planning	Approved - development to commence within two years from the date of approval of the last of the	Approximately 380m north east of the Draft Order Limits	1



Reference	Development Name and Details	Development Status and Programme	Approx. Distance from the Project	Tier
	permission for change of use of land from agricultural land to a recreation ground.	reserved matters to be approved. It is not known if this development has commenced or consent has expired. This will be confirmed at the ES stage.		
N/133/01413/21	Application for the erection of 198no. dwellings with associated garages and construction of a vehicular and pedestrian access	Pending decision	Approximately 740m north east of Draft Order Limits.	1
N/063/01534/15	Request for an EIA Scoping Opinion with respect to the erection of 2 no. wind turbines.	EIA Development - development programme unknown.  Appears to now be complete. This will be confirmed in the ES and included in baseline as appropriate.	Approximately 110m north east of the Draft Order Limits.	1
N/179/00803/14	Erection of 1no. 225kW wind turbine with a hub height of 30.0 m high and a maximum height to blade tip of 45.0 m.	Approved - Appears to now be complete. This will be confirmed in the ES and included in baseline as appropriate	Approximately 360m south east of the Draft Order Limits	1
N/128/00956/22	Erection of a house, and an outbuilding that comprises of a carport and greenhouse, erection of a stable building and construction of 2no. wildlife ponds.	Pending decision	Approximately 250m south of the Draft Order Limits	1
N/180/00600/14	Erection of an agricultural building to use as a tractor and hay/straw store.	Approved - appears to now be completed. This will be confirmed in the ES and included in baseline as appropriate.	Approximately 80m north east of the Draft Order Limits.	1

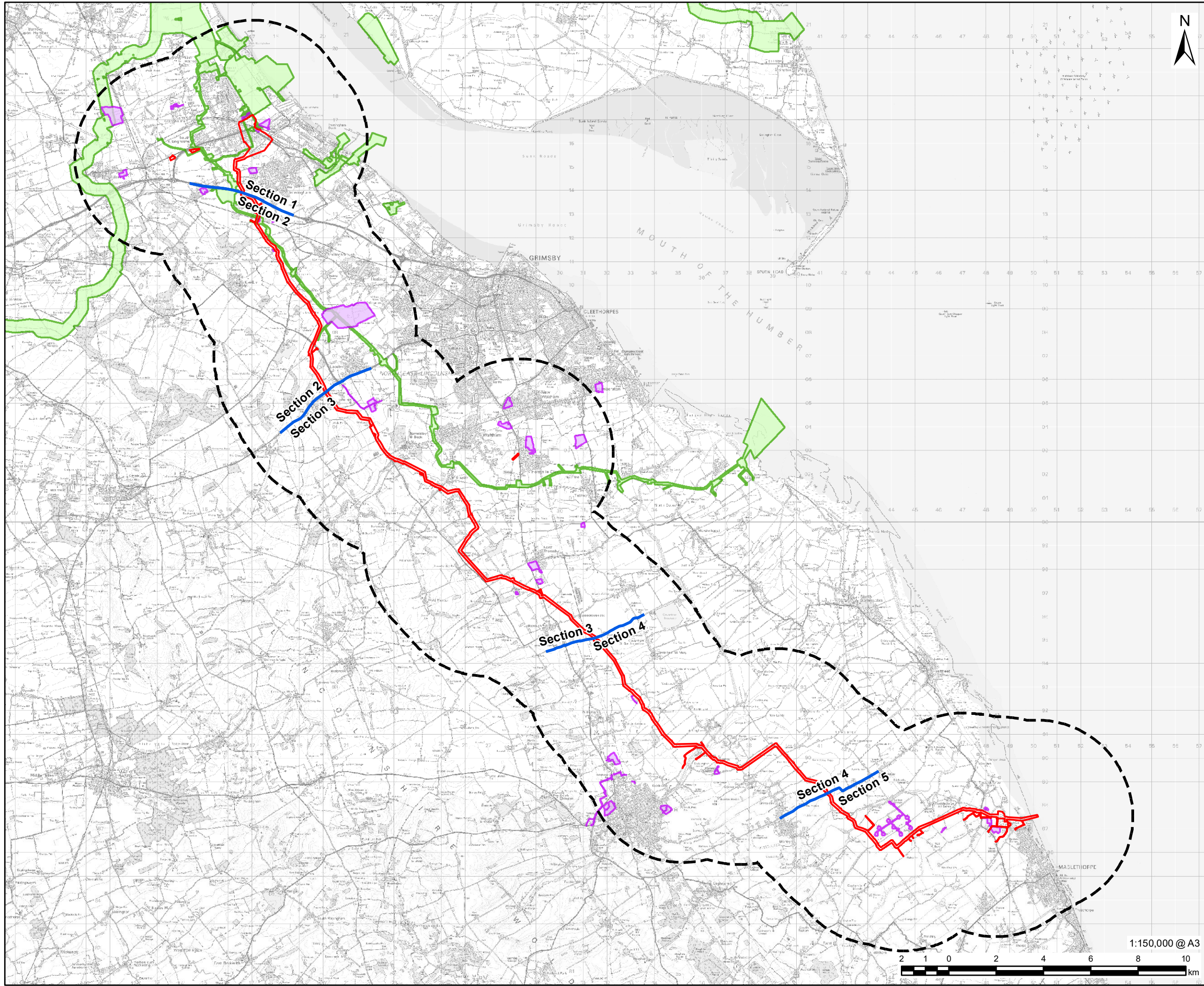
Reference	Development Name and Details	Development Status and Programme	Approx. Distance from the Project	Tier
N/133/00274/22	Demolition of dilapidated single storey buildings, construction of new extension to accommodate processing machinery	Approved. Development to commence within three years of date of permission (16 May 2022).	Approximately 270m south west of the Draft Order Limits.	1
N/133/01749/19	Erection of a detached building to be used in connection with the existing commercial fishing lake and construction of a vehicular access track.	Approved - appears to now be completed. This will be confirmed in the ES and included in baseline as appropriate.	Approximately 245m north east of the Draft Order Limits.	1
N/133/00696/15	Outline erection of 7no. dwellings on the site of an existing garden centre which is to be demolished (means of access to be considered)	Approved. The application for approval of all reserved matters were to be made no later than three years of the permission (12 August 2015) and the development to commence within two years of date from the final approval of all reserved matters. ( It is unknown whether this development has commenced of the consent expired. This will be confirmed in the ES.	Approximately 700m north of the Draft Order Limits.	1
N/019/00598/22	Change of use, conversion of, extensions and alterations to existing outbuilding to provide a dwelling with crew yard and associated parking	Approved. Development to commence within four years of date of permission (4 July 2022).	Approximately 55m south west of the Draft Order Limits.	1
N/128/01991/21	Conversion of, extensions and alterations to 2no. existing outbuildings to provide additional living accommodation and a double garage.	Approved (development to commence within three years of date of permission (21 December 2021)).	Approximately 130m south of the Draft Order Limits.	1
N/061/01641/22	Planning Permission - Change of use of land to site 10no. timber lodges, excavation of land to form a pond with embankments to maximum height 1.2m, erection of a laundry room,	Pending consideration	Approximately 3.2km north east of the Draft Order Limits.	1

Reference	Development Name and Details	Development Status and Programme	Approx. Distance from the Project	Tier
	provision of parking and construction of a vehicular access with brick walls, piers and sliding gate			
N/178/00575/18	Environmental Impact Assessment (E.E.C. Directive 85/337/E.E.C. as amended by Council Directive 97/11E.C.) for a screening opinion with respect to the erection of a commercial glasshouse and packing facility	EIA not required	Approximately 2.49km east of the Draft Order Limits.	1
N/159/01564/19	Environmental Impact Assessment (E.E.C. Directive 85/337/E.E.C. as amended by Council Directive 97/11E.C.) for a screening opinion with respect to installation of a new water main.	EIA not required	Approximately 2.1km west of the Draft Order Limits	1
N/105/01055/22	Outline erection of up to 90no. dwellings with garages with means of access to be considered.	Pending	Approximately 3.2km south west of the Draft Order Limits.	1
N/105/00819/19	Detailed Particulars relating to the erection of 34no. detached houses, 59no. pairs of semi-detached houses, 8no. detached bungalows (160no. dwellings in total) erection of associated garages, construction of a foul water pumping station and construction of a vehicular access (outline planning permission N/105/01050/14 - erection of up to 240no. dwellings granted on 25 July 2017).	Approved	Approximately 3.2km south west of the Draft Order Limits.	1
N/105/00643/18	Detailed Particulars relating to phase one for the erection of 36no. houses and 22no. pairs of semi-detached houses and associated	Approved	Approximately 3.2km south west of the Draft Order Limits.	1

Reference	Development Name and Details	Development Status and Programme	Approx. Distance from the Project	Tier
	garages. Construction of estate roads and alterations to existing vehicular access and site landscaping (outline planning permission ref no. N/105/01050/14 for the erection of 240 dwellings and extra care accommodation for the elderly, granted 25th July 2016)			
N/019/01451/20	Change of use of land for the siting of 114 no. holiday lodges and excavation of land to form 3 no. wildlife ponds.	Approved. Development to commence within four years from the date of permission (19 February 2021).	Approximately 2.1km south west of the Draft Order Limits.	1
N/092/01017/20	Outline erection of up to 141no. dwellings (with means of access, landscaping and layout to be considered)	Approved. Development to commence within four years from the date of permission (15 June 2021).	Approximately 1.7km south of the Draft Order Limits.	1
N/092/00073/18	Reserved matters approval for the erection of 100no. dwellings and associated garages pursuant to outline planning permission N/092/1853/16 granted on 10 July 2017.	Approved Development to commence within four years from the date of permission (10 July 2017). It appears this development has commenced.	Approximately 1.6km south west of the Draft Order Limits.	1
<b>Lincolnshire County Council</b>				
PL/0060/20	Installation and operation of an underground gas pipeline up to 750 metres in length, connecting the existing Saltfleetby / Theddlethorpe underground gas pipeline to the National Grid National Transmission System, Theddlethorpe via the Uniper gas distribution terminal, together with temporary laydown areas, parking, security and welfare facilities.	Approved - programme is unknown	Intersects Section 5 of the Draft Order Limits.	1
<b>Offshore Development</b>				

Reference	Development Name and Details	Development Status and Programme	Approx. Distance from the Project	Tier
	Wider Viking CCS Project – offshore elements including refurbishment of the existing offshore Lincolnshire Offshore Gas Gathering system (LOGGS) Pipeline and a newly installed spur pipeline, to the offshore injection facilities for permanent storage.	Pre-application	Immediately adjacent to the Draft Order Limits at Theddlethorpe.	1





- LEGEND**
- Draft Order Limits
  - Route Section Break
  - 4km Study Area
  - DCO Application
  - Town and Country Planning Application

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**FIGURE TITLE**  
 Figure 19-2  
 Long List of Developments

**ISSUE PURPOSE**  
 PEIR  
 PROJECT NUMBER / REFERENCE

60668955 / VCCS\_221102\_PEIR\_19-2

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## 19.6 Interaction with wider Viking CCS Project

- 19.6.1 As outlined in chapter 1, the Viking CCS Pipeline is one component of the overall Viking CCS project. Other elements of the overall project include reuse of the existing LOGGS pipeline, an additional 20km of offshore pipeline, an unmanned facility at the injection site, and injection facilities. These other elements of the Viking CCS Project are being consented separately.
- 19.6.2 However, to ensure that the potential impacts of the overall Viking CCS Project are considered as a whole, a bridging document will be prepared which will present a summary of the key findings of the different ES's and also highlight any potential inter-project cumulative impacts and assess their potential significance.

## 19.7 Shared Receptor List

- 19.7.1 Intra-project effects occur where environmental receptors could be affected by more than one type of impact. An example of this is a residential receptor, which could be affected by changes in air quality, noise and vibration, visual amenity effects. When considering these impacts in-combination, the overall magnitude of change could increase, ultimately changing the likely significance of effects.
- 19.7.2 A summary of the potential 'shared receptors' for the intra-project effects that may be affected by the Project is presented in **Table 19-6**. Where the cell is shaded green the receptors in that group have been assessed by more than one topic. Where the cell is grey the receptors have been wholly assessed within that topic chapter and are therefore not considered within the intra-project effects assessment at ES stage.
- 19.7.3 In the equivalent ES chapter, those shared receptors will be further assessed to determine if there is likely to be in-combination effects and if so, if this changes the reported significance of effects within the technical chapters on any particular receptor group and whether any mitigation is required.

**Table 19-6: Shared Receptor List**

Receptors	Technical Chapters													
	Ecology and Biodiversity	Landscape and Visual	Historic Environment	Geology and Hydrogeology	Agriculture and Soils	Water Environment	Traffic and Transport	Noise and Vibration	Air Quality	Climate Change	Socio-economics	Health and Wellbeing	Materials and Waste	Major Accidents and Disasters
Residential Receptors		✓						✓	✓					✓
Human Health								✓	✓			✓		
Communities		✓						✓	✓		✓	✓		



Receptors	Technical Chapters													
	Ecology and Biodiversity	Landscape and Visual	Historic Environment	Geology and Hydrogeology	Agriculture and Soils	Water Environment	Traffic and Transport	Noise and Vibration	Air Quality	Climate Change	Socio-economics	Health and Wellbeing	Materials and Waste	Major Accidents and Disasters
Community Facilities											✓			
Lincolnshire Wolds AONB		✓									✓			
Landscape Character Areas		✓												
Public Right of Way		✓					✓				✓	✓		
Cycle Routes							✓				✓			
Roads and Railways							✓				✓			
Users of local roads / trunk roads		✓					✓				✓			
Businesses		✓												
Historic Buildings			✓											
Archaeological Sites			✓											
Ecological Receptors	✓													
Freshwater Designated Sites	✓					✓								
Water Framework Directive WFD Waterbodies				✓		✓								

Receptors	Technical Chapters													
	Ecology and Biodiversity	Landscape and Visual	Historic Environment	Geology and Hydrogeology	Agriculture and Soils	Water Environment	Traffic and Transport	Noise and Vibration	Air Quality	Climate Change	Socio-economics	Health and Wellbeing	Materials and Waste	Major Accidents and Disasters
Water Resources Licensed Abstractions				✓		✓								
Water Resources (Private Water Supplies)				✓		✓								
Flood Risk Receptors						✓								
BMV Agricultural Land					✓									
Geology				✓										
Groundwater				✓										

## 19.8 Summary of Preliminary High-Level Assessment

- 19.8.1 The inter-project effects assessment is currently at Stage 1. Given the scope and scale of the Project, the Stage 1 activities are focusing on establishing the likely ZoI associated with each of the environmental topic areas being assessed within the EIA.
- 19.8.2 However, as part of this work a high-level assessment as to the potential for significant effects to occur for each topic split between construction/decommissioning and operational phases has been undertaken, and the results presented below in **Table 19-7**. Where no likely significant effects are predicted these matters are less likely to result in cumulative effects with other developments, however it is not impossible as two minor (not significant) effects could potentially combine to generate a moderate (significant) effect.

**Table 19-7: Summary of Preliminary Assessment**

Topic	Construction	Operation	Decommissioning
Ecology and Biodiversity	Likely significant effects on:	The Applicant is committed to making a positive	No significant effects

Topic	Construction	Operation	Decommissioning
	<ul style="list-style-type: none"> <li>- Semi-natural broadleaved woodland</li> <li>- Broadleaved plantation woodland</li> </ul>	<p>contribution to biodiversity net gain and additional details and plans on how this will be achieved will be included within the ES. This has the potential to lead to a <b>significant beneficial effect</b>.</p>	
Landscape and Visual	<p>Likely significant effects on:</p> <ul style="list-style-type: none"> <li>- Regional Character Areas</li> <li>- Local Character Areas</li> <li>- Lincolnshire Wolds AONB</li> <li>- Residents within 1km of the onshore pipeline route</li> <li>- Recreational users (Public Rights of Way (PRoW)) and recognised viewpoints</li> <li>- Users of local roads</li> <li>- Places of business</li> <li>- Users of trunk roads</li> </ul>	<p>Likely significant effects in the short term on:</p> <ul style="list-style-type: none"> <li>- Regional Character Areas</li> <li>- Local Character Areas</li> <li>- Lincolnshire Wolds AONB</li> <li>- Recreational users (Public Rights of Way (PRoW)) and recognised viewpoints</li> <li>- Users of local roads</li> <li>- Places of business</li> <li>- Users of trunk roads</li> </ul> <p>The replanted landscape features will restore landscape characteristics in the medium to long term.</p>	<p>Similar or less than effects during the construction phase</p>
Historic Environment	<p>Likely significant effects comprising direct physical permanent impact upon the buried remains of:</p>	<p>No likely significant effects</p>	<p>Similar or less than effects during the construction phase</p>

Topic	Construction	Operation	Decommissioning
	<ul style="list-style-type: none"> <li>- an Iron Age occupation site found to the west of Rosper Road;</li> <li>- an Iron Age and Roman settlement site that has been investigated at the Immingham CHP site and which is likely to extend to the south;</li> <li>- a Roman site comprising a complex of enclosures southeast of Greenlands Farm that has been identified by archaeological geophysical survey and dated by surface artefact collection;</li> <li>- a possible late Saxon / medieval settlement, west of Mablethorpe Road at Theddlethorpe All Saints; and</li> <li>- Field system and settlement near Walk Farm, Great Carlton.</li> </ul>		
Geology and Hydrogeology	No likely significant effects	No likely significant effects	No likely significant effects
Agriculture and Soils	No likely significant effects	No likely significant effects	Similar or less than effects during the construction phase
Water Environment	Potentially significant effect on Laceby Beck / River Freshney and South Dike and Grayfleet Drain due to temporary morphological impacts to waterbodies: crossings for the pipeline corridor.	No likely significant effects	No likely significant effects
Traffic and Transport	Likely significant effect on properties off Thoroughfare (ATC Site 10) in Section 3 from the increased traffic numbers associated with construction vehicles.	Scoped out	Similar or less than effects during the construction phase

Topic	Construction	Operation	Decommissioning
Noise and Vibration	Likely significant noise and vibration effects during construction on receptors R3, R11, R26, R32, R42, R44, which are within 30m of the Draft Order Limits Likely significant noise effects from construction traffic on receptors R1, R39 to R42, R43 and R44.	No likely significant effects	Similar or less than effects during the construction phase
Air Quality	No significant effects	Scoped out	Similar or less than effects during the construction phase
Climate Change	No significant effects	No significant effects	Similar or less than effects during the construction phase
Socio-economics	Likely significant effects on amenity value due to temporary changes in air quality, noise and vibration, air quality and visual impacts.	No significant effects	Similar or less than effects during the construction phase
Health and Wellbeing	Temporary positive effect, which are significant, on construction workforce with increased access to employment and training. Temporary negative effects, which are significant, on: <ul style="list-style-type: none"> <li>- local residents' access to healthcare services and other social infrastructure;</li> <li>- air quality, noise and neighbourhood amenity;</li> <li>- social cohesion and neighbourhoods;</li> </ul>	Neutral effects which are not significant	Similar or less than effects during the construction phase
Materials and Waste	Not significant	Scoped out	Scoped out

## 19.9 Next Steps

19.9.1 A cumulative effects chapter will be included in the ES.

- 19.9.2 For the inter-projects assessment, once comments have been received from Statutory Consultation, these will be taken into account and the initial long list of developments further updated to also reflect any new developments. Stages 2-4 of the assessment will then be carried out and reported in the ES.
- 19.9.3 For the intra-projects assessment, once comments have been received from Statutory Consultation, these will be taken into account. The conclusions of the technical chapters assessments and their effects on the shared receptors reviewed to determine if the overall significance of effect prediction should change, and whether any mitigation is required.

## 19.10 References

**Ref 19-1** The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017. Available at: <https://www.legislation.gov.uk/ukxi/2017/572/contents/made>

**Ref 19-2** The Planning Inspectorate Advice Note Seventeen. Cumulative Effects Assessment. Available at: <https://infrastructure.planninginspectorate.gov.uk/wp-content/uploads/2015/12/Advice-note-17V4.pdf>

**Ref 19-3** Institute of Environmental Management and Assessment (IEMA) 'State of Environmental Impact Assessment Practice in the UK' Report. Available at: <https://www.iema.net/articles/special-iema-report-on-eia>

**Ref 19-4** Overarching National Policy Statement (NPS) for Energy (EN-1). Available at: [https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/47854/1938-overarching-nps-for-energy-en1.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/47854/1938-overarching-nps-for-energy-en1.pdf)

**Ref 19-5** Draft Overarching NPS for Energy (EN-1). Available at: [https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/1015233/en-1-draft-for-consultation.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1015233/en-1-draft-for-consultation.pdf)

**Ref 19-6** PINS Advice Note 9: Rochdale Envelope. Available at: <https://infrastructure.planninginspectorate.gov.uk/legislation-and-advice/advice-notes/advice-note-nine-rochdale-envelope/>

**Ref 19-7** Infrastructure Planning, Projects Page. Available at: <https://infrastructure.planninginspectorate.gov.uk/projects/Yorkshire%20and%20the%20Humber/>. Last visited September 2022.

**Ref 19-8** North East Lincolnshire Council Planning Portal. Available at: <https://www.nelincs.gov.uk/planning-and-building-control/planning-applications/planning-portal/>. Last visited September 2022.

**Ref 19-9** North Lincolnshire Council Planning Applications, Decisions & Appeals. Available at: <https://www.northlincs.gov.uk/planning-and-environment/planning-permission-applications-and-appeals/>. Last visited September 2022.

**Ref 19-10** West Lindsey District Council Planning Application Database. Available at: <https://planning.west-lindsey.gov.uk/planning/>. Last visited September 2022.

**Ref 19-11** East Lindsey District Council Public Access. Available at: <https://publicaccess.e-lindsey.gov.uk/online-applications/search.do%3bjsessionid=4A5119EA6DAA17CB3142825C17FC4978?action=simple&searchTye=Application>. Last visited September 2022.

**Ref 19-12** Lincolnshire County Council Planning Register. Available at:  
<https://lincolnshire.planning-register.co.uk/>. Last visited September 2022.