

# Humber Carbon Capture Pipeline

## Environmental Impact Assessment (EIA)

### Scoping Report

### Volume 3

Document Ref: 10607856-ARC-XX-XX-XX-ZZ-0002-A1-Scoping Report

Revision: V1

JANUARY 2025



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## Version Control

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Date JANUARY 2025

Version	Date	Author	Checker	Reviewer	Approver
V1	02/01/25	Various			

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## Appendix A – Statutory Designated Sites Within the Zol

Designated site	Reason for designation	Approximate distance from draft Order Limits
Humber Estuary Ramsar site	Estuarine habitats, breeding grey seal colony, breeding natterjack toad ( <i>Epidalea calamita</i> ) population, internationally important waterfowl assemblage (non-breeding), internationally important spring/autumn passage bird populations, migration route for river lamprey and sea lamprey ( <i>Petromyzon marinus</i> ), nationally important populations of breeding birds.	0 m – the Project crosses through the Humber Estuary Ramsar
Humber Estuary SAC (including marine components)	Designated for the presence of estuaries, mudflats and sandflats. Other habitats and species present include coastal lagoons, sea lamprey, river lamprey, allis shad ( <i>Alosa alosa</i> ), twaite shad ( <i>Alosa fallax</i> ) and harbour seal.	0 m – the Project crosses through the Humber Estuary SAC
Humber Estuary SPA (including marine components)	Designated for regularly supporting bird populations of European importance over winter (including migratory species), on passage and during the breeding season.	0 m – the Project crosses through the Humber Estuary SPA
Greater Wash SPA (marine)	Designated for regularly supporting bird populations of national importance over winter, on passage and during the breeding season.	0 m – the Project is within the Greater Wash SPA at the landfall location
Humber Estuary SSSI	Comprises a large macro-tidal coastal plain estuary with intertidal and subtidal mudflats, sandflats, saltmarsh and reedbeds. Species groups that utilise the SSSI include nationally important numbers of breeding birds of lowland open waters and their margins, 22 species of wintering waterfowl in nationally important numbers, passage waterfowl, river and sea lamprey, grey seal,	0 m – the Project crosses through the Humber Estuary SSSI

Designated site	Reason for designation	Approximate distance from draft Order Limits
	vascular plants (including at least ten nationally scarce species characteristic of coastal and wetland habitats) and invertebrates.	
Holderness Inshore MCZ	Designated for a mosaic of seabed habitats, with the protected feature of relevance to the Project the intertidal sand and muddy sand. The long sandy intertidal beach is littoral sand, covering the shore area and may be sand or muddy sand sediments with shells and stones occasionally be present on the surface; the communities present depend on the stability of the habitat and the degree of drying at low tide, with species present including amphipods, polychaetes and bivalves.	0 m – the Project is within the Holderness Inshore MCZ at the Easington landfall location
North Killingholme Haven Pits SSSI	Designated for its large saline lagoons that provide roosting and feeding grounds for waterfowl.	0 m – the Project is within this site.
Dimlington Cliff SSSI	Geology	0 m – the Project is within this site.
South Ferriby Chalk Pit SSSI	Designated for its geological features and supporting ammonite fauna including rare brachiopods.	0 m north
Eskamhorn Meadows SSSI	Five floristically diverse fields supporting unimproved neutral grassland. Of particular note is the occurrence of meadow thistle ( <i>Cirsium dissectum</i> ) which is uncommon in the lowlands of Yorkshire. Small numbers of curlew and lapwing breed in the meadows.	0 m east and south (at the nearest points)



Designated site	Reason for designation	Approximate distance from draft Order Limits
Eastoft Meadow SSSI	A herb-rich hay meadow. Of particular note is the occurrence of Green-winged Orchid ( <i>Orchis morio</i> ), Burnt-tip Orchid ( <i>O. ustulata</i> ) and Adder's-tongue fern ( <i>Ophioglossum vulgatum</i> ).	0.3 km west
Crowle Borrow Pits SSSI	Comprises a variety of habitats including alder carr, scrub, open water and fen containing the nationally rare Marsh fern ( <i>Thelypteris thelypteroides</i> ).	1.3 km west
River Derwent SSSI	Supports diverse communities of aquatic flora and fauna, including an exceptionally rich assemblage of invertebrates. Eleven species of dragonfly have been recorded, including the banded agrion ( <i>Agrion splendens</i> ) at its most north-easterly site in the country. The river is also noted for its diversity of fish species, an excellent breeding bird community and otter.	0.5 km north
River Derwent SAC	Designated for the presence of river lamprey. The SAC also supports sea lamprey, bullhead ( <i>Cottus gobio</i> ), otter and water courses of plain to montane levels with the <i>Ranunculion fluitantis</i> and <i>Callitricho-Batrachion</i> vegetation	0.5 km north
Conesby LNR	Both sites have a variety of flora and fauna, including orchids, butterflies, dragonflies, amphibians and a variety of birds and mammals.	0.5 km east
Kirmington Pits SSSI	Geology	0.6 km east
Sugar Mills Ponds LNR	Former brickworks and sugar refinery next to the Aire and Calder Navigation canal with two small lakes supporting water vole and grass snake ( <i>Natrix helvetica</i> ) and approximately 70 species of resident birds including great crested grebe, kingfisher and barn owl.	0.8 km north

Designated site	Reason for designation	Approximate distance from draft Order Limits
Hatfield Chase Ditches SSSI	A large area of former marsh and wetland containing a rich assemblage of aquatic and emergent plants. including ivy-leaved duckweed ( <i>Lemna trisulca</i> ) and various-leaved pondweed ( <i>Potamogeton gramineus</i> ). Four reed beetles have been recorded including two nationally scarce species - <i>Donacia clavipes</i> and <i>D. simplex</i> . The ditches also support a population of water vole.	1.6 km west
Kelsey Hill Gravel Pits SSSI	Geology	1.7 km north-east
The Lagoons SSSI	Designated for the presence of a variety of coastal habitats including saltmarsh, shingle, sand dune, swamp and most significantly, saline lagoons and pools. The site also supports nationally scarce spiral tasselweed ( <i>Ruppia cirrhosa</i> ) together with a range of invertebrate species, crustaceans and birds (waders and wintering coastal passerines).	1.8 km south-east
Humberhead Peatlands NNR	The largest area of raised bog wilderness in lowland Britain. More than 5000 species of plants and animals have been recorded on the reserve of which more than 4000 are insects. There are also sizable populations of adder ( <i>Vipera berus</i> ) and water vole. More than 200 bird species have been recorded included woodlark, oystercatcher ( <i>Haematopus ostralegus</i> ), lapwing, ringed plover ( <i>Charadrius hiaticula</i> ), great crested grebe ( <i>Podiceps cristatus</i> ), marsh harrier, whooper swan ( <i>Cygnus cygnus</i> ), pink-footed geese, hen harrier and short-eared owl.	2.3 km west
Thorne Moor SAC	Designated for the presence of degraded raised bogs still capable of natural regeneration.	2.5 km west

Designated site	Reason for designation	Approximate distance from draft Order Limits
Thorne and Hatfield Moors SPA	The SPA is used regularly by nationally important numbers of Nightjar and also supports Hen Harrier ( <i>Circus cyaneus</i> ), Merlin ( <i>Falco columbarius</i> ) and Short-eared Owl ( <i>Asio flammeus</i> ), Hobby ( <i>Falco subbuteo</i> ) and Nightingale ( <i>Luscinia megarhynchos</i> ).	2.5 km west
Thorne, Crowle and Goole Moors SSSI	The SSSI forms the largest extent of lowland raised mire in England. The extensive series of canals linking the wet peat cuttings contain a wide range of plant species. The moors are highly regarded for their invertebrate fauna, especially insects, including several nationally rare species associated with peat bog and fen habitats such as the bog bush cricket ( <i>Metrioptera brachiptera</i> ). There is also a strong population of large heath butterfly ( <i>Coenonympha tullia</i> ). This site is important for wintering birds and breeding bird populations including nightjar, nightingale and woodcock ( <i>Scolopax rusticola</i> ) which are associated with dry scrub and heathland, wet heath and fen habitats.	2.5 km west
Lower Derwent SAC	This SAC comprises lowland hay meadows and alluvial forests.	3.8 km north
Lower Derwent SPA	The SPA supports nationally important wintering populations of Bewick's swan ( <i>Cygnus columbianus bewickii</i> ), golden plover and ruff. The SPA also supports important numbers of ruff during spring migration and shoveler ( <i>Anas clypeata</i> ) during the breeding season. The SPA is of international importance for overwinter waterfowl, including teal, wigeon, shoveler, pochard ( <i>Aythya ferina</i> ), whimbrel and ruff.	3.8 km north



Designated site	Reason for designation	Approximate distance from draft Order Limits
Lower Derwent Ramsar site	Traditionally managed species-rich alluvial flood meadow, wetland invertebrates (including 16 species of dragonfly and damselfly, 15 British Red Data Book wetland invertebrates and the only know site in Great Britain for a leafhopper ( <i>Cicadula ornata</i> )), nationally important numbers of passage ruff and whimbrel ( <i>Numenius phaeopus</i> ) in the spring and wintering waterfowl assemblages of international importance. Wigeon ( <i>Anas penelope</i> ) and teal ( <i>Anas crecca</i> ) also occur in populations of international importance over winter	3.8 km north

## Appendix B – Non-Statutory Designated Sites within the Zol

Designated Site	Designated Site
Non-statutory designated sites situated within the Scoping Route Corridor and/or with hydrological connectivity including to AGI locations (scoped in for further assessment)	<p>Sites within the Scoping Route Corridor and/or hydrologically connected to AGI locations: Keadby Warping Drain LWS, Melton Ross Quarry LWS, New River Ancholme LWS, Halton Marsh Clay Pits LWS, Killingholme Haven Pits LWS, and Hedon - Winestead Disused Railway Line LWS, Station Road Fields LWS, Eastfield Road Railway Embankment LWS, Mayflower Wood Meadow LWS, Burkinshaw's Covert LWS, Chase Hill Wood LWS, Paul Holme Strays (Yorkshire Wildlife Trust Reserve) and Hodgson's Fields (Yorkshire Wildlife Trust Reserve).</p> <p>Sites outside the Scoping Route Corridor but hydrologically connected: Oak Hill LWS, Stainforth and Keadby Canal Corridor LWS, Keadby Wet Grassland LWS, Keadby Wetland LWS, Three Rivers LWS, Hatfield Waste Drain LWS, Folly Drain North LWS, River Torne LWS, North Engine Drain LWS, South Engine Drain LWS, Belton LWS, Gunness Common LWS, Abbot's Lodge Grassland LWS, South Cloister Covert LWS, Hollym Carrs LWS, Weldon's Plantation LWS, Enholmes Plantations LWS, White Hall Plantation LWS, Alkborough Flats LWS, Dawson City Claypits LWS, East Marsh LWS, Clough Plantation LWS, Asselby Island LWS, Paull Humber Grassland Candidate LWS, Brockholes SINC, Newlands Ings, Newlands SINC, Out Newton – Skeffling LWS, Thealby Gullet LWS and Partington Haven Drain LWS.</p>
Non-statutory designated sites located outside of the Scoping Route Corridor and without hydrological	Meadow Area 4 LWS, Goxhill Meadows LWS, Alder Wood LWS, Burnham Manor Quarry LWS, Ulceby Vale Quarry LWS, Bonby Road Verge LWS,

## Designated Site

connectivity or other potential impact pathway  
(scoped out of further assessment)

## Designated Site

Sandhills Quarry LWS, Burton upon Stather Brick Pit LWS, Burton Wood LWS, Normanby Park LWS, Big Hole LWS, East Halton Dismantled Railway LWS, Rosper Road Pool LWS, Homestead Park Pond LWS, Scrub Lane East Field LWS, Houlton's Covert LWS, Swinster Lane Field LWS, East View Meadow LWS, Crowle Moor LWS, Carlton Park Pond SINC, Southfield Reservoir LWS, Frodingham – Winestead LWS, Yorkshire East Gullet LWS, and Rawcliffe LWS.

## Appendix C – Ancient Woodland and TPOs within the ZOI

Ecological feature	Description
Ancient woodland within the draft Order Limits	None
Ancient woodland outside the draft Order Limits	Alder Wood LWS (four land parcels) and Burton Wood (Ancient Replanted Woodland) LWS.
TPOs within the draft Order Limits	<p>TPO220: White Hart Farm – woodland located at TA 01994 19088.</p> <p>TPO3621: within the parish of Barton – tree located at TA 02269 18771.</p> <p>TPO218: Chapel Farm – woodland located at TA 02371 18942.</p> <p>TPO60: Westcote Farm and surrounding area – group of trees located at TA 06365 19653.</p> <p>TPO264: Station Road – group of trees located at TA 16577 17959.</p> <p>TPO216: Kingsforth Hall – woodland areas located at TA 02900 19463.</p> <p>TPO104: Road leading to Winterton Grange, Top Road – group of trees located at SE 91758 19617.</p>

## Appendix D – Scoping Assessment of Major Accidents and Disasters

Matter	Project stage	Scoped in	Scoped out	Justification
Internal Major Accidents				
Accidents during commissioning	Construction	✓		<p><b>Likelihood:</b> Low</p> <p><b>Consequence:</b> High</p> <p>Following the construction of the pipeline, there will be a period of initial testing. This period is used to confirm that the pipeline have been correctly installed and has not been damaged during the construction phase prior to flammable or toxic fluids being introduced. There is the potential for a major accident to occur during commissioning such as a pipe failure which could harm members of the Project workforce.</p>
Construction phase accidents including dropped objects, heavy plant, temporary works, rock falls from tunnel boring and problems with machinery	Construction		✓	<p><b>Likelihood:</b> Low</p> <p><b>Consequence:</b> Low</p> <p>The potential for accidents to occur during the construction process will be identified and dealt with through appropriate risk assessment and mitigation (applying the hierarchy of controls) as required to comply with UK health and safety legislation and environmental legislation. The CEMP will require risk assessment of construction activities (including any necessary earthworks or demolition activities. These risk assessments shall count for adverse weather and prevailing environmental conditions.</p> <p>There may be potential for accidents during tunnel boring (for example, encountering unexpected ground conditions leading to instability etc.). This will be mitigated via geological investigations prior to the construction phase.</p>
Construction phase activities impact on UXO	Construction		✓	<p><b>Likelihood:</b> Low</p> <p><b>Consequence:</b> Low</p> <p>Encountering Unexploded Ordnance (UXO) during intrusive construction works is scoped out. Based on The UXO Risk Map, the hazard across the preliminary 1km Study Area is low. There are well developed construction industry practices which allow safe construction of thousands of Projects each year in low hazard areas.</p>
Construction traffic accidents	Construction		✓	<p><b>Likelihood:</b> Low</p> <p><b>Consequence:</b> Low</p> <p>The Project will require road transport movements for the construction workforce and construction materials. However, the numbers of vehicle movements will not be significant compared to the background rate across the widespread area covered by the Project. A full assessment of the impact on traffic will be in Chapter 15: Traffic and Transport. It is therefore not considered further in the assessment of Major Accidents and Disasters.</p>
Damage to existing utilities	Construction	✓		<p><b>Likelihood:</b> Low</p> <p><b>Consequence:</b> Low</p> <p>There is potential for utilities and services to be present throughout the Draft Order Limits. There is potential to damage these utilities which could harm the Project workforce or lead to contamination of the ground/groundwater.</p> <p>Service searches will be undertaken to confirm the presence of utilities and services and discussions will be conducted with landowners to confirm the presence of utilities and services. Additionally, The Applicant will work with the utility owners to identify and agree protective provisions and construct the Project around those utilities identified. Utilities and</p>

Matter	Project stage	Scoped in	Scoped out	Justification
				services will be marked during construction to eliminate the potential for accidental interactions. Until final pipeline route has been determined and protective provisions agreed, this matter is scoped in.
Fires	Construction and Operation	✓		<p><b>Likelihood:</b> Low</p> <p><b>Consequence:</b> High</p> <p>There will be construction compounds including temporary welfare facilities and vehicle fuelling facilities established in order to facilitate construction. There is the potential for a fire in the construction compounds which could cause serious harm to the Project workforce. Suitable risk assessments will be conducted and appropriate mitigation measures included.</p> <p>There will be electrical equipment and other consumables in the AGIs once operational, with a low potential risk of fire during the operational phase which will be assessed at the Preliminary Environmental Information Report (PEIR)/Environmental Statement (ES) stages.</p>
Impacts on Aviation	Construction and Operation		✓	<p><b>Likelihood:</b> Low</p> <p><b>Consequence:</b> High</p> <p>There is one airport which lies within 10km of the Draft Order Limits - Humberside Airport which at its closest point is approximately 800m south of the Project.</p> <p>The Airport Operators Association have published 5 Advice Notes (AN) on safety in the proximity to airports. Advice Note 4 (Ref. F.2) states that good practice in line with BS 7121 requires the Project to consult with the aerodrome/airfield manager for any crane exceeding 10m in height within 6km of the aerodrome. It is not yet known whether any cranes will be required within this 6km zone. If a crane was to exceed 10m, the aerodrome/airfield manager would be consulted.</p>
Impacts on mines and storage caverns	Construction and Operation		✓	<p><b>Likelihood:</b> Low</p> <p><b>Consequence:</b> High</p> <p>Available Coal Authority records show two sections of the Study Area fall within Coal Mining Reporting Areas, this includes the initial stretch of the draft Order Limits west of the River Trent and then a stretch of the draft Order Limits crossing the Humber.</p> <p>A full assessment of the impact on mines and storage will be in Chapter 9: Ground Conditions and Hydrogeology. It is therefore not considered further in the assessment of Major Accidents and Disasters.</p>
Impacts on transport networks and network impacts on the pipeline	Construction and Operation		✓	<p><b>Likelihood:</b> Low</p> <p><b>Consequence:</b> Low</p> <p>The pipeline will cross transport networks including major road infrastructure. It is anticipated that these will likely be crossed using trenchless techniques to minimise the potential impact on these networks. At crossing points the pipeline will be designed in accordance with the appropriate approved codes and standards with regards to sufficient depth, wall thickness and, if necessary, impact protection, such that it would be protected from any road accidents.</p> <p>In addition, pipeline crossings of railways and major roads are subject to approval by the relevant network authority.</p> <p>On this basis, it is proposed to scope out the impact on transport networks and the potential for transport networks to cause a Major Accident at the Project.</p>



Matter	Project stage	Scoped in	Scoped out	Justification
Impact on watercourse	Construction and Operation		✓	<p><b>Likelihood:</b> Low</p> <p><b>Consequence:</b> Low</p> <p>The pipeline will need to cross various watercourses including the River Humber, River Ouse, River Trent and the New River Ancholme. Main rivers and canals would likely be crossed using trenchless techniques to minimise the potential impact on these networks. Smaller watercourse crossings including ditches and streams would generally be crossed using an open cut technique, subject to agreement with the Environment Agency and Internal Drainage Boards.</p> <p>The pipeline will be buried beneath the watercourse and therefore not located within the surface water body. The design of the pipeline in such locations will be in accordance with the appropriate approved codes and standards to ensure that it is protected from foreseeable forces including to sedimentation, scour or dredging.</p> <p>On this basis, it is proposed to scope out the impact on watercourses and the potential for watercourses to cause a Major Accident at the Project.</p>
Impact on intertidal areas	Construction and Operation		✓	<p><b>Likelihood:</b> Low</p> <p><b>Consequence:</b> Low</p> <p>The pipeline will need to cross two intertidal areas, namely: the River Humber and the Holderness Coast.</p> <p>There is not expected to be an effect on the River Humber during construction because it will be crossed utilising trenchless techniques.</p> <p>The pipeline will be buried beneath the River Humber. The design of the pipeline in such locations will be in accordance with the appropriate approved codes and standards to ensure that it is protected from foreseeable forces including to sedimentation, scour or dredging. These are well understood by the pipeline industry and will be addressed through the design of the pipeline. Industry good practice design will be adopted for the whole pipeline system. On this basis, it is proposed to scope out the impact on the River Humber.</p> <p>Chapter 7: Ecology and Biodiversity and Chapter 17: Water Resources, Flood Risk and Land Drainage will assess the potential for impacts to the Holderness Coast during the construction and operation phases; it is therefore not considered further in the assessment of Major Accidents and Disasters.</p>
Leaks and spills – pollution to water or ground	Construction and Operation		✓	<p><b>Likelihood:</b> Low</p> <p><b>Consequence:</b> Low</p> <p>There will be small amounts of chemicals and fuels used and stored within the construction compounds. These will be stored in line with industry good practice and the quantities will be minimised.</p> <p>Chapter 8: Ground Conditions and Hydrogeology will assess the potential for ground/groundwater contamination during the construction and operation phases; it is therefore not considered further in the assessment of Major Accidents and Disasters.</p> <p>Chapter 17: Water Resources, Flood Risk and Land Drainage will assess the potential for water contamination during the construction and operation phases; it is therefore not considered further in the assessment of Major Accidents and Disasters.</p>

Matter	Project stage	Scoped in	Scoped out	Justification
Accidents during maintenance	Operation		✓	<p><b>Likelihood:</b> Low</p> <p><b>Consequence:</b> Low</p> <p>The AGIs and the pipeline are normally unoccupied, but personnel will visit for inspection and maintenance activities and to carry out any repairs which may be required. Maintenance accidents are work-related accidents that could affect only one or two workers carrying out the task, the effects of which do not extend to receptors within the wider environment. Under UK Health and Safety legislation, employers are required to manage the risk to their employees and others who could be affected by their activities and ensure that the risk is reduced to As Low As Reasonable Possible (ALARP). The ALARP principle requires compliance with good practice as a minimum.</p> <p>The AGIs will be designed with consideration of the potential occupational health and safety hazards such as electrocution, falls from height and trip hazards. These will be mitigated through the application of the hierarchy of controls: i.e., hazards will be designed out or minimised where practicable, and appropriate measures to prevent and mitigate residual risks implemented. All staff who undertake maintenance on the system will be suitably qualified and experienced professionals.</p>
Unplanned release of carbon dioxide from pipeline or AGI during operation	Operation	✓		<p><b>Likelihood:</b> Low</p> <p><b>Consequence:</b> High</p> <p>There is potential for a release of carbon dioxide from the pipeline or AGI during operation, for example as a result of external interference with the pipeline either accidentally or deliberately and from operational errors.</p> <p>The release of carbon dioxide has the potential to cause asphyxiation and/or have toxic contamination effects, both of which could lead to serious harm to receptors in the vicinity.</p>
Structural collapse of assets	Operation		✓	<p><b>Likelihood:</b> Low</p> <p><b>Consequence:</b> Low</p> <p>The design of the AGIs will be undertaken by suitably qualified and experienced personnel including civil and structural engineers. The design will account for the expected ground conditions and design loads, e.g., due to wind, accounting for the effects of climate change, and will be ensured through compliance with appropriate codes and standards, and the application of good practice in structural design.</p> <p>This will ensure appropriate design of the Project and a reduction of the risk of structural hazards during operation such as building collapse to low levels, which are considered to be ALARP.</p>
Decommissioning activities	Decommissioning	✓		<p><b>Likelihood:</b> Low</p> <p><b>Consequence:</b> Low</p> <p>The potential for MA&amp;Ds to occur during decommissioning activities will be identified and dealt with through appropriate risk assessment and mitigation measures as required to comply with UK health and safety and environmental legislation.</p> <p>The pipeline will be left in situ following the operational phase of the Project, with AGIs removed once the pipeline has been decommissioned. All ground will be restored following decommissioning.</p> <p>The Decommissioning Environmental Management Plan (DEMP) will require a risk assessment of decommissioning activities and this assessment shall identify and mitigate, where necessary, the potential impact of all major accidents</p>

Matter	Project stage	Scoped in	Scoped out	Justification
				<p>or disasters, including those affecting non-human receptors. These risk assessments shall count for adverse weather and prevailing environmental conditions.</p> <p>The decommissioning of the Project will also be covered by additional consents.</p>
<b>External Major Accidents</b>				
Aircraft	Construction and operation		✓	<p><b>Likelihood:</b> Low</p> <p><b>Consequence:</b> High</p> <p>The risk of an aircraft crash impacting the Project is considered to be extremely low. The Project represents a small construction workforce population which at its closest point will be located 250m from any airport.</p> <p>The Project will include predominantly buried infrastructure, which is unlikely to have any material impact on aviation.</p> <p>Given the narrow, buried and linear nature of the Pipeline as well as the closest AGI to the airport being situated amongst other industrial areas, with the AGI not higher than existing infrastructure, the risk of a plane crash impacting the Project is extremely small.</p> <p>As the Project will not materially alter the risk of an aircraft crash, it will not have a significant effect and is therefore scoped out of the EIA.</p>
				<p><b>Likelihood:</b> Low</p> <p><b>Consequence:</b> Low</p> <p>The proposed pipeline route alignments would require crossing of the rail network in England.</p> <p>Trenchless crossing techniques will be employed during the construction phase so as not to impact ongoing use of the railway. There will be close liaison and agreement with the railway operator before works commence near and under the railway.</p> <p>The pipeline is a sealed, below-ground feature and therefore where they pass underneath embankments there is potential impacts on rail lines from subsidence over time and potentially vibration from trains passing over at high speed on the pipeline which will need to be considered in the design.</p> <p>It is considered that there will not be a significant risk to underground pipeline integrity from an impact resulting from a rail accident as the pipeline will be buried and constructed to good engineering practice. The AGIs are located within a fenced compound a significant distance away from the railway line and are unlikely to be impacted during a rail accident.</p>
External chemical major accidents	Construction and operation	✓		<p><b>Likelihood:</b> Low</p> <p><b>Consequence:</b> High</p> <p>There are a number of Control of Major Accident Hazard (COMAH) Establishments and potentially further sites holding Hazardous Substance Consents within the preliminary 1km Study Area, including some sites which are associated with the Project as users or suppliers of carbon dioxide.</p> <p>A major accident at one of these sites could impact the construction workforce or could potentially initiate a major release through damage to the pipeline.</p>

Matter	Project stage	Scoped in	Scoped out	Justification
External nuclear major accidents	Construction and operation		✓	<p><b>Likelihood:</b> Low</p> <p><b>Consequence:</b> High</p> <p>Nuclear sites are designed, built and operated so that the chance of accidental releases of radiological material in the UK is extremely low. The last historical major accident in the UK was Windscale in 1957. There are no nuclear sites within a 10km corridor along the Project.</p>
Loss of utilities	Construction and operation		✓	<p><b>Likelihood:</b> Low</p> <p><b>Consequence:</b> Low</p> <p>During the construction and operation of the Project, there will be a reliance on utility systems to provide services to the Project. For example, electricity will be required for lighting, and powering control systems for operation of the AGIs, it will also be used to provide heating and welfare facilities during construction. However, the loss of utility systems including water, power or telecommunications will only lead to construction phase/operational inconvenience, but it will not lead to Major Accident level consequences, as all items will be designed to ‘fail-safe’ in the event of loss of utilities.</p>
<b>External Major Accidents – Malicious Attacks</b>				
Terrorism	Construction and operation		✓	<p><b>Likelihood:</b> Low</p> <p><b>Consequence:</b> Low</p> <p>Terrorism is the act of inflicting violence as a means of inflicting terror for political reasons. At the time of writing (February 2022), MI5 rates the current UK-wide threat level as Substantial, which means an attack in the UK is considered ‘likely’. The National Risk Register for the UK lists various types of terrorist attack as potential major accidents including attacks on publicly accessible locations, transport systems, infrastructure, as well as Chemical, Biological, Radiological or Nuclear (CBRN) or Cyber-attacks.</p> <p>The Project is not a publicly accessible location or transport system, it also does not represent a potential target or vector for a CBRN attack.</p> <p>The Centre for the Protection of National Infrastructure (CPNI) sets the definition of Critical National Infrastructure (CNI). Security provisions will be allowed for within the design of the Project and consideration will be given to the appropriate additional measures if the Project is designated as CNI.</p> <p>Additionally, it is worth noting that the Project is infrastructure which is dispersed over significant distances and will be buried. This will make it extremely difficult to ‘damage’ in the conventional sense as it is protected by its disparate nature, unlike a power station or water treatment facility, which presents a more consolidated target.</p> <p>The potential effects on the Project of terrorism are not considered significant.</p>
Widespread public disorder	Construction and operation		✓	<p><b>Likelihood:</b> Low</p> <p><b>Consequence:</b> Low</p> <p>The National Risk Register states that public disorder ‘<i>may be caused by a combination of long-standing grievances and a spontaneous response to a single incident.</i>’</p> <p>The UK is a developed economy with a stable democratic political regime, such that prolonged civil unrest is considered extremely unlikely. Periodically, political protests may turn violent but these are rarely widespread and are usually in response to a ‘precipitating event’.</p>

Matter	Project stage	Scoped in	Scoped out	Justification
				As the Project represents a significant step forward in the UKs drive to a Net Zero Carbon economy, it is not considered that the Project is likely to be either a target or a precipitating event for widespread public disorder.
Cyber Attack	Operation	✓		<p><b>Likelihood:</b> Low</p> <p><b>Consequence:</b> High</p> <p>The National Risk Register includes cyber-attacks as one of the types of terrorism which may affect the UK. In recent years, other countries have seen successful cyber-attacks against power stations or grid infrastructure and the UK NHS has also been a victim of a ransomware attack. The Project has associated cyber infrastructure which could be attacked. If this were to happen, impacts could be as follows:</p> <ul style="list-style-type: none"><li>• An unplanned shut down leading to a major event.</li><li>• Overpressure of the pipeline.</li><li>• A carbon dioxide shut down that could affect the Connected Projects’ ability to generate power.</li></ul> <p>Any one of these impacts has the potential to lead to a High magnitude of change to human and non-human receptors. The project will be conducting appropriate risk assessments and the systems supporting the Project will include suitable protective measures.</p>
Disasters				
Biological threats, e.g., disease epidemics, animal diseases etc.	Construction and Operation		✓	<p><b>Likelihood:</b> Low</p> <p><b>Consequence:</b> Low</p> <p>The Project will not materially alter the health of those who may be exposed to biological threats, nor will it increase or decrease their likelihood, as the construction population will be small. The Project will not therefore materially alter the background risk of biological threats.</p> <p>Any impacts that these threats may have on the Project such as temporary cessation of construction or requirements for social distancing measures as were required for the Coronavirus pandemic are not considered to be Major Accidents.</p> <p>Therefore, the assessment of biological threats is scoped out.</p>
Dam/Reservoir breaches	Construction and Operation		✓	<p><b>Likelihood:</b> Low</p> <p><b>Consequence:</b> High</p> <p>A Flood Risk Assessment will be undertaken as part of the Hydrology and Land Drainage assessment. To avoid duplication, flood risk is therefore scoped out of the Major Accidents and Disasters assessment.</p>
Extreme weather conditions (temperature, wind, precipitation, drought)	Construction and Operation		✓	<p><b>Likelihood:</b> Low</p> <p><b>Consequence:</b> Low</p> <p>The design of the Project, including any temporary structures, will be undertaken by suitably qualified and experienced personnel including civil and structural engineers. The design will account for the expected ground conditions and design loads over the appropriate return period, e.g., due to wind and will be ensured through compliance with good practice in structural/process design, including compliance with the Eurocodes and any relevant British Standards Institution (BSI) published documents.</p>

Matter	Project stage	Scoped in	Scoped out	Justification
				<p>The design of the Project will include allowances for the anticipated changes in climate over the lifecycle of the Project and will incorporate measures to allow adaption where required. This is described and assessed within Chapter 8: Climate change, adaptation and resilience.</p> <p>To avoid duplication, extreme weather conditions is therefore scoped out of the Major Accidents and Disasters assessment.</p>
Flood risk including pluvial, fluvial and coastal flooding	Construction and Operation	✓		<p><b>Likelihood:</b> Low</p> <p><b>Consequence:</b> High</p> <p>A Flood Risk Assessment will be undertaken as part of the Hydrology and Land Drainage assessment. To avoid duplication, flood risk is therefore scoped out of the Major Accidents and Disasters assessment.</p>
Lightning	Construction and operation	✓		<p><b>Likelihood:</b> Low</p> <p><b>Consequence:</b> Low</p> <p>The majority of the pipeline infrastructure will be buried and therefore at negligible risk of a lightning strike.</p> <p>The potential consequences of a lightning strike on any AGI are likely to be restricted to damage to the AGI building and potential injury to any workers who may be present. The Project will be provided with adequate lightning protection compliant with BS EN 62305-3 to ensure the risk from lightning is reduced further and is considered to be reduced to ALARP. Adequate lightning protection for temporary structures or plant during construction will be required by any CEMP.</p>
Seismic	Construction and operation	✓		<p><b>Likelihood:</b> Low</p> <p><b>Consequence:</b> Low</p> <p>Seismic activity does not occur in Britain in a sufficient intensity owing to the motion of the Earth's tectonic plates causing regional compression. The British Geological Survey (BGS) acknowledges that on average, a Richter magnitude 4 earthquake happens in Britain roughly every two years and a magnitude 5 earthquakes occur around every 10 to 20 years.</p> <p>As such the Cabinet Office National Risk Register (Ref. F.6) states that “<i>Earthquakes in the UK are moderately frequent but rarely result in large amounts of damage. An earthquake of sufficient intensity (determined on the basis of the earthquake's local effect on people and the environment) to inflict severe damage is unlikely</i>”.</p> <p>Seismic hazard is generally low in the UK but that the hazard is slightly higher in areas like Wales and north central England. The Project is not in or close to an active area. Furthermore, the design of the Project will account for any foreseeable loads, e.g., due to seismic activity in line with British Standards. It is therefore considered there are no significant effects arising from seismic hazards.</p> <p>Details on the fault lines within the Study Area are provided in Chapter 9: Ground Conditions and Hydrogeology.</p>
Space Weather	Construction and operation	✓		<p><b>Likelihood:</b> Low</p> <p><b>Consequence:</b> Low</p> <p>Severe space weather is divided into three categories in the National Risk Register (Ref. F.6): Solar flares, solar energetic particles and coronal mass ejections. These have the capacity to cause a loss of power or interference with</p>



Matter	Project stage	Scoped in	Scoped out	Justification
				<p>satellite or radio-based communication technologies. While these events affecting the UK are extremely rare, they are known to have occurred in 1921, 1960, 1989, 1991 and 2003.</p> <p>The only foreseeable impact to the Project is a temporary loss of power (which could also affect pipeline Cathodic Protection (CP) systems for a short period) or telemetry systems. Good engineering design practices will ensure that in the event of loss of services (power or communications), the Project will be maintained in a safe condition.</p> <p>It is noted that the Project is no more vulnerable than other similar infrastructure such as the natural gas systems across the UK, and much less vulnerable than other industries which have a more onerous reliance on satellites such as aviation.</p> <p>As space weather does not have the capacity to cause a major accident which may impact the Project it is therefore not considered further.</p>
Coastal erosion and landslides	Construction and Operation		✓	<p><b>Likelihood:</b> Low</p> <p><b>Consequence:</b> High</p> <p>The landfall site is located near Easington. There are existing coastal defences at this location that will be maintained up to 2045. However, the long-term future of these defences is uncertain.</p> <p>This part of the coastline is rapidly eroding and there is evidence of landslides in the area.</p> <p>Coastal erosion has the potential to expose the carbon dioxide pipeline in the intertidal zone leading to potential damage to the pipeline. Additionally, the Pumping Facility could be impacted by the erosion of the cliff although the site options being considered are set back from the current cliff line in order to minimise this risk.</p> <p>Assessment of coastal processes in the intertidal zone will be undertaken as part of the Chapter 19: Coastal and Intertidal Impacts assessment. To avoid duplication, coastal processes are therefore scoped out of the Major Accidents and Disasters assessment.</p>

EAST  AST CLUSTER



Humber  
**Carbon Capture**  
Pipeline

# Appendix E – Cumulative Effects – Provisional Long List

Table 1 – Committed Developments (Stage 1) as of 1 November 2024

Consenting Authority	Application Reference	Development Description	Distance from draft Order Limits	Status	Tier	Within Geographic Scope	Progress to Stage 2
East Riding of Yorkshire	08/01710/STOUTE	Mixed B1, B2 and B8 employment development, Hotel, Class A3, A4 and A5 facilities, Car Showrooms and associated landscaping and engineering works.	0.9km	Approved	1	Yes	Yes
East Riding of Yorkshire	17/01673/STOUTE	Outline planning application for development of the site for mixed use comprising a business park (B1a, B1b, B1c, B2, B8) and an education, training and research campus (incorporating outdoor building materials testing facility) and associated residential accommodation (B1a, B1b, D1 and Sui Generis); on-site energy infrastructure (providing energy to on-site users) (Sui Generis), off-site energy infrastructure (generating energy to export into the grid) (Sui Generis), with generation from on-site energy infrastructure and off-site energy infrastructure totalling less than 50MW), and a primary substation (Sui Generis); data centre (600 racks) and associated disaster recovery suite (B1a and Sui Generis); relocated sports facilities (D2); landscaping and open space (Access to be considered).	0.85km	Approved	1	Yes	Yes
East Riding of Yorkshire	18/01952/LDOC	Local Development Order granting outline planning permission for the erection of buildings and/or the use of land for Class B2 (General Industrial) Uses of the Town and Country Planning (Use Classes) Order 1987 (and its subsequent amendments), specifically uses associated with port related renewable and low carbon industries on 80 hectares of agricultural land between Saltend and Paull (Local Development Order is accompanied by an Environmental Impact Assessment).	0km	Pending Consideration	2	Yes	TBC
East Riding of Yorkshire	18/04029/STVARE	Variation of Condition 2 (operational period of time) of Appeal Decision APP/E2001/A/99/1028074 (11 September 2000) following refusal of 98/02103/PLF (341-10033) – Erection of seven wind turbines with associated access tracks and switchgear house to extend the operational period for another 5 years until 31 March 2027.	0km	Approved	1	Yes	Yes

Consenting Authority	Application Reference	Development Description	Distance from draft Order Limits	Status	Tier	Within Geographic Scope	Progress to Stage 2
East Riding of Yorkshire	18/04071/STPLFE	Hybrid planning application for the development of land at Hedon Haven comprising: 1. An application for full planning permission for the construction of a new estate road between Hull Road (A1033) and Paull Road, together with associated infrastructure and works; and 2. An application for outline planning permission for the construction of up to 394,839sqm of employment floorspace (Class B2 (Industrial) / Class B8 (Storage & Distribution)), including ancillary office (Class B1) floorspace, and up to 5,111sqm of flexible commercial floorspace, to include Classes A1-5 (Retail), B1 (Business), C1 (Hotel), D1 (Non-Residential Institutions), D2 (Assembly and Leisure) and other ancillary sui generis uses, and associated landscaping and infrastructure.	0km	Approved	1	Yes	Yes
East Riding of Yorkshire	21/03027/STPLF	Erection of employment units (Use classes E(g)(ii) and/or E(g)(iii) and/or B2 and/or B8, with ancillary offices) and offices (Use class E(g)(i)) with electric vehicle charging hub and associated landscaping and infrastructure.	1.97km	Approved	1	Yes	Yes
East Riding of Yorkshire	21/03028/STOUT	Employment Development (up to 4,654m <sup>2</sup> ) (Use classes E(g)(ii) and/or E(g)(iii) and/or B2 and/or B8, with ancillary offices) and associated landscaping and infrastructure.	0.74km	Approved	1	Yes	Yes
East Riding of Yorkshire	21/03800/STVARE	Variation of Condition 3 (lifetime) of planning permission 15/01150/STVARE -Variation of Condition 4 of planning permission 04/00505/STPLFE to allow 14 no. wind turbines with different hub and blade dimensions (overall height of turbines to remain at 110m to tip; new blade diameter of 92.5m and hub height of 63.7m) to allow for an additional 10 years taking the lifetime of the scheme to 35 years (SUBMISSION OF A SHADOW HABITATS REGULATION ASSESSMENT).	0km	Pending consideration	2	Yes	TBC
East Riding of Yorkshire	21/04199/CM	Erection of a waste to chemical feedstock processing facility.	0.29km	Approved	1	Yes	Yes
East Riding of Yorkshire	21/04695/CM	Erection of a processing facility producing 4500 tonnes of Rare Earth Oxides for use within the renewable industries and storage of Hazardous Substances of Hydrochloric Acid (up to 6555.55 tonnes), Sodium Hydroxide (up to 5769 tonnes) and Oxalic Acid (up to 139 tonnes) – submission of an updated Flood Risk Assessment	0.36km	Approved	1	Yes	Yes

Consenting Authority	Application Reference	Development Description	Distance from draft Order Limits	Status	Tier	Within Geographic Scope	Progress to Stage 2
East Riding of Yorkshire	22/00301/STREME	Erection of an Energy Centre, a Data Centre and associated infrastructure following Outline Permission 17/01673/STOUTE (Appearance, Landscaping, Layout and Scale to be considered)	1.1km	Approved	1	Yes	Yes
East Riding of Yorkshire	22/00702/STREM	Erection of 600 dwellings with associated access, parking and infrastructure (access, appearance, landscaping, layout and scale to be considered) following outline approval 15/00305/STOUT.	2km	Approved	1	Yes	Yes
East Riding of Yorkshire	22/01186/STREME	Securement of an Ecological Mitigation Zone and infrastructure works following Outline Permission 17/01673/STOUTE (Appearance, Landscaping, Layout and Scale to be considered).	0.75km	Approved	1	Yes	Yes
East Riding of Yorkshire	22/01439/STREM	Erection of a B2/B8/B1a building with associated office space, gatehouse, sprinkler tanks and pump house with associated parking, landscaping and infrastructure and construction of a temporary access following Outline Permission 08/01710/STOUTE (Access, Appearance, Landscaping, Layout, Scale to be considered).	2km	Approved	1	Yes	Yes
East Riding of Yorkshire	22/01495/PLF	Installation of 15 solar panels.	0km	Approved	1	Yes	Yes
East Riding of Yorkshire	22/01990/STPLFE	Construction of sub-surface cable route from Drax Power Station to Fraisthorpe Coastline with associated accesses and temporary construction compounds in association with the Scotland to England Green Link.	0km	Approved	1	Yes	Yes
East Riding of Yorkshire	23/02216/CME	Construction and operation of a hydrogen production facility with carbon capture (referred to as H2H Saltend).	0.6km	Approved	1	Yes	Yes
East Riding of Yorkshire	24/00012/STOUT	OUTLINE - Erection of a 'Green' Hydrogen Energy Production Facility and Associated Utilities Infrastructure and Piperack (Access, Layout and Scale to be considered).	1.15km	Approved	1	Yes	Yes
East Riding of Yorkshire	24/01608/STOUTE	OUTLINE - Erection of buildings to accommodate employment use development (use class B2, B8, E(g) (iii), Sui Generis) together with formation of associated access, landscaping and engineering works following demolition of existing buildings at Percy Lodge Farm (access to be considered).	0.8km	Pending consideration	2	Yes	TBC
East Riding of Yorkshire	22/01358/STPLF	Construction of a roundabout including stud arms to the South and West with dual carriage way, pedestrian and cyclist routes leading to a junction onto the A161 with signals, alterations to the A161 and temporary alterations to the A161 to facilitate the proposed works,	0km	Approved	1	Yes	Yes

Consenting Authority	Application Reference	Development Description	Distance from draft Order Limits	Status	Tier	Within Geographic Scope	Progress to Stage 2
		associated drainage, infrastructure and access points and erection of temporary construction compound.					
East Riding of Yorkshire	21/03781/STPLFE	Erection of 3 linked livestock buildings for pig finishing, with associated feed bins, slurry stores, access road and hardstanding areas.	0.25km	Approved	1	Yes	Yes
East Riding of Yorkshire	21/04544/STPLFE	Hybrid application for erection of biomass and waste wood processing building and erection of 4 Vertical farming units and installation of 14MW electrolyser unit with hydrogen storage tanks.	7.8km	Pending Consideration	2	No - (outside but may be considered)	TBC
East Riding of Yorkshire	24/01364/PLF	Change of use of land and erection of stables for private equestrian use with erection of 1.2m high perimeter fence, 1.5m high gate piers and construction of hardstanding (Retrospective) (Re-submission of 24/00347/PLF).	0.94km	Approved	2	Yes	TBC
East Riding of Yorkshire	24/01562/PHAZ	Increase in storage capacity of hazardous substances an addition of 6 tonnes of tert-butyl hydroperoxide (TBHP).	0.2km	Pending Consideration	2	Yes	TBC
East Riding of Yorkshire	24/01628/REG3	Construction of Solar Farm comprising of ground mounted solar panels, underground cabling, a temporary construction compound, new access tracks, 2.0m to 2.5m high perimeter fencing and access gates with 3.5m high CCTV cameras, battery storage containers and associated infrastructure.	0.83km	Pending Consideration	2	Yes	TBC
East Riding of Yorkshire	24/02315/CM	Construction of a Liquid Carbon Dioxide temporary storage and export facility.	0.46km	Pending Consideration	2	Yes	TBC
East Riding of Yorkshire	24/02654/STPLF	Construction of a Battery Storage Facility (BESS) consisting of battery storage containers, pcs inverters, control room/switch gear, 132kV transformer, welfare building and storage buildings, paladin fencing and gates and access track, erection of 7 lighting and CCTV columns and associated grid infrastructure.	1.19km	Pending Consideration	2	Yes	TBC
East Riding of Yorkshire	22/03942/STPLF	Erection of a building consisting of a visitor management centre, a covered walkway, administration building, warehouse and workshop; erection of covered vehicle parking, cycle, motorcycle, smoking and vaping shelters, construction of a new access road, service road, car parking and security fencing; construction of a bund and adaptation of existing grass bank, landscaping and planting.	0.5km	Approved	1	Yes	Yes



Consenting Authority	Application Reference	Development Description	Distance from draft Order Limits	Status	Tier	Within Geographic Scope	Progress to Stage 2
Hull City Council	21/01581/RES	Application under Section 73 of the Town and Country Planning Act 1990 for the variation of Condition 1 (use) of the Associated British Ports (Hull) Harbour Revision Order 2006 (as amended by applications 11/01176/S73, 20/00334/S73, and 20/00574/S73) to facilitate a wider range of uses including: uses related to transportation and logistics of infrastructure components for renewable energy projects; uses relating to the handling of materials for low/zero carbon marine engineering projects; and uses relating to the laying up of vessels for temporary periods.	0.25km	Approved	1	Yes	Yes
Lincolnshire CC	PL/0104/23	For a Southern extension to the consented Kettleby Quarry, retention of the existing haul road, bagging plant and mineral processing plant and restoration of the extension area to nature conservation interest including grassland, reedbeds and waterbodies.	0km	Out for consultation	1	Yes	Yes
NSIP	EN020034	A proposal to reinforce the 400kV high voltage power network between North Humber and High Marnham.	0km	Pre-application	2	Yes	TBC
North East Lincolnshire	DM/1019/23/REM	Reserved matters application following DM/0728/18/OUT to erect 525 dwellings to include public space and associated works with appearance, landscape, layout and scale to be considered.	2km	Approved	1	Yes	Yes
North East Lincolnshire	DM/0108/24/FUL	Construction and operation of a solar farm (up to 49.9mw) and battery energy storage system (BESS) with associated works, equipment, infrastructure and landscaping.	1km	Pending Consideration	2	Yes	TBC
North Lincolnshire	PA/2020/1016	Planning permission for change of use of land for the erection of four glamping pods.	0.7km	Approved	1	Yes	Yes
North Lincolnshire	PA/2021/826	Planning permission for the conversion of Barn 5 to a dwellinghouse and to erect a garage and kennels on existing concrete foundations of original farm buildings.	0.95km	Approved	1	Yes	Yes
North Lincolnshire	PA/2021/1359	Planning permission to construct a 10MW solar farm with associated access, landscaping and infrastructure.	0.35km	Approved - Appeal allowed	1	Yes	Yes
North Lincolnshire	PA/2021/2151	Outline planning permission for a residential development of up to 390 dwellings with associated infrastructure, and with appearance, landscaping, layout and scale reserved for subsequent consideration.	1.1km	Approved - Appeal allowed	1	Yes	Yes
North Lincolnshire	PA/2022/761	Planning permission for the installation of ground mounted solar PV arrays and associated infrastructure. Application for a non-material	0km	Approved	1	Yes	Yes

Consenting Authority	Application Reference	Development Description	Distance from draft Order Limits	Status	Tier	Within Geographic Scope	Progress to Stage 2
		amendment following a grant of planning permission namely to alter the site layout.					
North Lincolnshire	PA/2023/233	Planning permission for the creation of coastal grazing marsh on arable land.	0km	Approved	1	Yes	Yes
North Lincolnshire	PA/2023/421	Planning permission for the construction & operation of a post-combustion carbon capture plant, including carbon dioxide compressor & metering, coding equipment, stacks, substations, internal roads, partial ditch realignment, new & modified services, connections, internal roads, accesses, maintenance & laydown areas.	1.83km	Pending Consideration	2	Yes	TBC
North Lincolnshire	PA/2023/386	Hazardous substance consent to store 36 tonnes of propane gas within storage tanks.	1.3km	Approved	1	Yes	Yes
North Lincolnshire	PA/2023/1045	Planning permission to construct and operate an anaerobic digestion facility and associated ancillary infrastructure for the production of biomethane and carbon dioxide.	0km	Approved	1	Yes	Yes
North Lincolnshire	PA/2023/1915	Planning permission for the construction, operation (including maintenance) and reinstatement of land following use, of a temporary haul road, formed from a combination of existing roadways/hardstanding and new sections of road, and dismantling of warehouse canopy.	0km	Pending consideration	2	Yes	TBC
North Lincolnshire	PA/2023/1981	Planning permission to construct a vehicular link road joining Barrow Road, A1077 and Caistor Road with cycle carriageway, footways and hard and soft landscaping treatment.	0.8km	Approved	1	Yes	Yes
North Lincolnshire	PA/2024/17	Planning permission to install three switch room generators, a transformer, a motor control centre (MCC) kiosk and associated infrastructure.	1.77km	Approved	1	Yes	Yes
North Lincolnshire	PA/2024/123	Hybrid application comprising full planning permission for the construction of a new electric arc furnace and compressor building and outline planning permission for ancillary plant buildings and structures up to a maximum height of 72m associated with the new electric arc furnace (scale, appearance, landscaping and layout reserved for subsequent consideration).	5.56km	Approved	1	Yes	Yes
North Lincolnshire	PA/2023/1912	Planning permission to erect 112 dwellings, including access, associated internal roads, drainage and landscaping.	2.8km	Pending consideration	2	Yes	TBC

Consenting Authority	Application Reference	Development Description	Distance from draft Order Limits	Status	Tier	Within Geographic Scope	Progress to Stage 2
North Lincolnshire	PA/2023/1903	Outline planning application to erect 67 dwellings with appearance reserved for subsequent consideration.	1.3km	Pending consideration	2	Yes	TBC
North Lincolnshire	PA/2024/584	Outline planning permission for the construction of a data centre of up to 309,000m <sup>2</sup> (GEA) delivered across up to three buildings, including ancillary offices, internal plant and equipment, emergency backup generators and associated fuel storage. Other works include internal roads and footpaths, cycle and car parking, hard and soft landscaping, security perimeter fencing, lighting, drainage, an electricity substation, a district heating unit, horticultural glasshouse and other associated works and infrastructure with all matters reserved for subsequent consideration.	0km	Approved	1	Yes	Yes
North Lincolnshire	PA/2024/397	Planning permission to erect one wind turbine, measuring up to 149.9m to blade tip height. Associated and ancillary infrastructure include access tracks, hardstanding areas for the turbine location, electrical infrastructure, drainage works, an onsite substation, temporary laydown areas and temporary construction compound.	2.2km	Pending consideration	2	Yes	TBC
North Lincolnshire	PA/2024/757	Application for approval of reserved matters (access, appearance, landscaping, layout and scale) pursuant to outline planning permission PA/2019/1414 dated 28/06/2021 for 66 dwellings.	1.2km	Pending consideration	2	Yes	TBC
North Lincolnshire	PA/2021/1525	Planning permission to erect a monopole manufacturing facility.	0km	Approved	1	Yes	Yes
North Lincolnshire	PA/2022/443	Planning permission for the installation of a solar photovoltaic array/solar farm & associated infrastructure.	0.58km	Approved	1	Yes	Yes
North Lincolnshire	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.	1.7km	Approved	1	Yes	Yes
North Lincolnshire	PA/2022/1548	Planning permission to construct and operate a temporary pilot post-combustion carbon capture plant and associated infrastructure.	1.8km	Approved	1	Yes	Yes
North Lincolnshire	PA/2023/58	Planning permission for a battery energy storage system and associated works.	0.34km	Approved	1	Yes	Yes
North Lincolnshire	PA/2023/502	Full planning application for enabling works on land east of Rosper Road, Killingholme, the proposed development comprises:	0km	Approved	1	Yes	Yes

Consenting Authority	Application Reference	Development Description	Distance from draft Order Limits	Status	Tier	Within Geographic Scope	Progress to Stage 2
		<ul style="list-style-type: none"> <li>• Regrading of land with general fill and raising site levels with imported fill.</li> <li>• Installation of ground drainage as required.</li> <li>• Installation of boundary fencing.</li> <li>• Widening of Marsh Lane (vertical alignment to be retained) and construction of new footpath - hedge to be replaced North of road widening.</li> <li>• Upgrades at junction of Marsh Lane with Rosper Road, including extending a drainage culvert.</li> <li>• Diversion of a section of Station Road and construction of new road.</li> <li>• New ditch culvert under Marsh Lane.</li> <li>• Five new entrances to proposed sites to be created.</li> <li>• Demolition of buildings.</li> <li>• Construction of new 33kV substation.</li> <li>• New drainage ditch/diversion and new ditch crossings.</li> <li>• Bridge crossings of existing over ground pipelines.</li> <li>• Diversion to existing Exolum underground pipeline.</li> <li>• Construction of new rail siding.</li> </ul>					
NSIP	EN010038	North Killingholme Thermal Generating Station.	0km	Accepted	1	Yes	Yes
NSIP	EN010091	Drax Repower.	0km	Accepted	1	Yes	Yes
NSIP	PINS EN010101	Little Crow Solar Park.	0km	Decided - Accepted	1	Yes	Yes
NSIP	PINS TR030006	Able Marine Energy Park DCO 2014 Material Change 2.	380m	Decision – Awaiting further information	1	Yes	Yes
NSIP	PINS TR030001	The Able Marine Energy Park.	380m	Decided – Accepted	1	Yes	Yes
NSIP	EN010114	The Keadby 3 (Carbon Capture Equipped Gas Fired Generating Station).	0km	Approved	1	Yes	Yes
NSIP	PINS EN010133	The Cottam Solar Project.	15.8km	Approved	1	Yes	Yes
NSIP	PINS EN010116	The North Lincolnshire Green Energy Park.	2.8km	Recommendation	1	Yes	Yes
NSIP	EN010120	Drax Bioenergy with Carbon Capture and Storage.	0km	Development Consent Order granted	1	Yes	Yes

Consenting Authority	Application Reference	Development Description	Distance from draft Order Limits	Status	Tier	Within Geographic Scope	Progress to Stage 2
NSIP	PINS EN010097	VPI Immingham OCGT - changes which are not material to be made to the Immingham Open Cycle Gas Turbine Order 2020 under section 153 of, and Schedule 6 to, the Planning Act 2008.	1.68km	Decided – Accepted	1	Yes	Yes
NSIP	EN010143	East Yorkshire Solar Farm (connection into the substation at Drax Power Station). Currently at pre-app stage.	0km	Examination	1	Yes	Yes
NSIP	EN070008	Viking CCS Pipeline.	2.55km	Recommendation	1	Yes	Yes
NSIP	EN010140	The Helios Renewable Energy project.	0.37km	Pre-examination	1	Yes	Yes
NSIP	PINS TR030005	Able Marine Energy Park DCO 2014 Material Change 1.	380m	Pre-application			
NSIP	EN010148	Tween Bridge Solar Farm - the construction, operation, management and decommissioning of a ground mounted solar photovoltaic (PV) electricity generating facility exceeding 50-megawatt (MW) output capacity, together with associated works including substation, energy storage and green infrastructure.	3.5km	Pre-application	2	Yes	TBC
NSIP	EN030003	Aldbrough Hydrogen Storage - underground Gas Storage Facility - up to 9 underground caverns (cavities), gas processing plant and associated development with capacity to store up to 420 standard million cubic meters (mcm) of hydrogen, having an import and export capability of up to 12.1 mcm per day.	11km	Pre-application	2	No - (included but beyond 10km study area) TBC on final Order Limits	TBC
NSIP	EN010161	Stallingborough Combined Cycle Gas Turbine (CCGT) generating plant and Carbon Capture Plant (CCP). Construction and operation of the Stallingborough CCGT generating plant and CCP which is anticipated to generate approximately 900 megawatts of electricity.	0km	Pre-application	2	Yes	TBC
NSIP	EN020036	Grimsby to Walpole. A new c140km long 400kv overhead line and 5 new substations stretching from a new substation to the West of Grimsby in the North to a new substation at Walpole near Wisbech in the South. Three further substations will be built, two to the South West of Mablethorpe and one to the North East of Spalding.	7km	Pre-application	2	Yes	TBC
NSIP	EN010081	Eggborough Combined Cycle Gas Turbine.	9km	Approved	1	Yes	Yes
NSIP	EN0110012	Light Valley Solar.	10km	Pre-application	2	Yes	TBC
North Yorkshire (Selby)	2021/0071/FUL	Use of land for equestrian purposes and formation of new access.	2km	Approved	1	Yes	Yes

Consenting Authority	Application Reference	Development Description	Distance from draft Order Limits	Status	Tier	Within Geographic Scope	Progress to Stage 2
North Yorkshire (Selby)	2021/0788/EIA	A ground-mounted solar farm including associated infrastructure, comprising inverters, transformers, a Distribution Network Operator (DNO) substation, battery storage and grid connection.	2km	Approved	1	Yes	Yes
North Yorkshire (Selby)	2021/1089/FULM	Development of a battery storage facility, associated infrastructure, access and grid connection.	0.73km	Approved	1	Yes	Yes
North Yorkshire (Selby)	2022/0358/FULM - Resubmission of planning application 2021/0120/FULM	Resubmission of planning application 2021/0120/FULM for the development of an existing horticultural facility for indoor farming and agri-tech, including the construction of 3 no. halls with associated process, service and administration buildings, landscaping, access improvements, an additional car park access and associated infrastructure following partial demolition of existing buildings.	1.44km	Approved	1	Yes	Yes
North Yorkshire (Selby)	2022/0397/S73 and 2020/1357/FULM	Section 73 application to vary conditions 02 (approved plans), 03 (colour and finish), 05 (landscaping scheme), 07 (acoustic impact) and 13 (Flood Risk Assessment) of 2020/1357/FULM - Development of an energy storage facility including battery storage containers; substations; power conversion systems; transformers and associated switchgear; HVAC equipment; communications and grid compliance equipment; temporary construction compound; CCTV; fencing; infrared lighting; access, drainage and landscaping works and associated development.	0.4km	Approved	1	Yes	Yes
North Yorkshire (Selby)	2022/0711/EIA	Hybrid Planning Application comprising two parts: (Part 1) Outline planning permission (all matters reserved) for the construction of a converter station at Drax, Selby; (Part 2) full planning permission for the installation of high voltage direct current (HVDC) underground cables from the River Ouse to the converter station and high voltage alternating current (HVAC) underground cables from the converter station to the existing Drax Substation as well as all associated temporary works including compounds, accesses and bellmouths as part of the construction of Scotland-England Green Link 2 (SEGL2), a two gigawatt (GW) reinforcement of the electricity transmission system between Peterhead, Scotland and Drax, England. (Note that this links to Fraiserthorpe on the East Coast).	0km	Approved	1	Yes	Yes
North Yorkshire (Selby)	2023/0128/EIA	Development of a ground-mounted solar farm including associated infrastructure.	0.2km	Approved	1	Yes	Yes



Consenting Authority	Application Reference	Development Description	Distance from draft Order Limits	Status	Tier	Within Geographic Scope	Progress to Stage 2
North Yorkshire (Selby)	ZG2024/0589/MAN2	Non material amendment of approval 2022/0711/EIA - Hybrid Planning Application comprising two parts: (Part 1) Outline planning application (all matters reserved) for the construction of a converter station at Drax, Selby; (Part 2) full planning application for the installation of high voltage direct current (HVDC) underground cables from the River Ouse to the converter station and high voltage alternating current (HVAC) underground cables from the converter station to the existing Drax Substation as well as all associated temporary works including compounds, accesses and bellmouths as part of the construction of Scotland-England Green Link 2 (SEGL2), a two gigawatt (GW) reinforcement of the electricity transmission system between Peterhead, Scotland and Drax, England. [Installation of underground HVDC cables from Mean Low Water Springs (MLWS) at Fraisthorpe, East Riding to the River Ouse and associated temporary works relating to land in an adjoining authority]	0km	Approved	1	Yes	Yes
North Yorkshire (Selby)	ZG2024/0727/OUTM	Outline application (some matters reserved) for development of up to 200 residential dwellings with access to, but not within, the site.	1.15km	Pending consideration	2	Yes	TBC
North Yorkshire (Selby)	ZG2024/0908/FULM	Demolition of existing flue gas desulphurisation (FGD) and coal handling systems.	1.4km	Pending consideration	2	Yes	TBC
North Yorkshire (Selby)	ZG2024/0727/OUTM	Outline application (some matters reserved) for development of up to 200 residential dwellings with access to, but not within, the site   Land East Of Broadacres Mill Lane Carlton East Yorkshire.	1.2km	Pending consideration	2	Yes	TBC
North Yorkshire (Selby)	ZG2024/1052/FULM	Installation of a battery energy storage system and associated infrastructure.	2km	Pending consideration	2	Yes	TBC
North Yorkshire (Selby)	ZG2023/0724/FULM	Erection of 29 dwellings and associated infrastructure.	2km	Permitted	1	Yes	Yes

Table 2 – Allocations from Relevant Local Plans (Stage 1) as of 1 November 2024

ID	Local Authority	Local Plan Document	Policy Ref	Development Description	Site Address	Distance from draft Order Limits	Tier	Within Geographic Scope	Progress to Stage 2
1	Hull City Council	Hull Local Plan 2016 to 2032	Employment allocation 29	Land at Elba Street (1251 Hedon Road (1.99ha - major dev).	Land at Elba Street (1251 Hedon Road (1.99ha - major dev)	1.9km	3	Yes	Yes
2	Hull City Council	Hull Local Plan 2016 to 2032	Employment allocation 30	Land off Valletta Street, Hedon Road, including former Seven Seas 8.09 ha factory site (major dev).	Land off Valletta Street, Hedon Road, including former Seven Seas 8.09 ha factory site (major dev)	1.5km	3	Yes	Yes
3	Hull City Council	Hull Local Plan 2016 to 2032	Employment allocation 31	Land to the West of Somerden Road (9.51ha - major dev).	Land to the West of Somerden Road (9.51ha - major dev)	1.3km	3	Yes	Yes
4	Hull City Council	Hull Local Plan 2016 to 2032	Employment allocation 33	Land North of Wyke Works, Hedon Road (1.66ha - major dev).	Land North of Wyke Works, Hedon Road (1.66ha - major dev)	1.3km	3	Yes	Yes
5	Hull City Council	Hull Local Plan 2016 to 2032	Employment allocation 34	Kingston International Business Park, Hedon Road (0.85ha - minor dev).	Kingston International Business Park, Hedon Road	0.95km	3	Yes	Yes
6	Hull City Council	Hull Local Plan 2016 to 2032	Employment allocation 35	Land on the Eastern side of Somerden Rd, Hedon Road (2.61 ha - major dev).	Land on the Eastern side of Somerden Rd, Hedon Road	1.25km	3	Yes	Yes
7	Hull City Council	Hull Local Plan 2016 to 2032	Employment allocation 44	Queen Elizabeth Dock North (30.95ha - major dev).	Queen Elizabeth Dock North	0.25km	3	Yes	Yes
8	Hull City Council	Hull Local Plan 2016 to 2032	Employment allocation 45	Queen Elizabeth Dock South (17.91ha - major dev).	Queen Elizabeth Dock South	0.3km	3	Yes	Yes
9	East Riding of Yorkshire	East Riding of Yorkshire Council Local Plan (including Strategy doc and Allocations doc) and Policies Map, Adopted 2016	HAV-A Employment (Hedon Haven)	205 hectares of land will also be allocated at Hedon Haven through the Allocations Document or a Neighbourhood Development Plan to cater for the expansion of the Port of Hull. The provision of at least 39 hectares of enhanced habitat will be required to mitigate the impact of development on the adjacent Humber Estuary Special Protection Area and Ramsar Site. In addition, proposals must be considered in the context of the statutory protection which is	Hedon Haven is located between Salt End, Hedon and Paull, South of the A1033 and in close proximity to the Port of Hull.	0km- Spur line runs through allocation. 2.39km from Order Limit	3	Yes	Yes

ID	Local Authority	Local Plan Document	Policy Ref	Development Description	Site Address	Distance from draft Order Limits	Tier	Within Geographic Scope	Progress to Stage 2
				afforded to the Humber Estuary Special Area of Conservation. The development will also be required to preserve or enhance those elements which contribute to the significance of the designated heritage assets in the area.					
10	East Riding of Yorkshire	ERYC Allocations Document	Policy S3- KEY-A	10.98Ha- This site is allocated for housing development. Proposals will be required to: a. Provide a significant landscape buffer between the new housing development and the remaining glasshouses and adjacent businesses; and b. Incorporate comprehensive Sustainable Drainage Systems.	Village Nurseries Ottingham Road (10.98Ha)	0.26km	3	Yes	Yes
11	East Riding of Yorkshire	ERYC Allocations Document	PAT-A	0.68ha This site is allocated for housing development. Proposals will be required to: a. Provide additional landscaping to the Northern and Western boundaries; and b. Retain and reuse those buildings that make a positive contribution to the character of the Conservation Area.	HIGHFIELD FARM INGS LANE 0.68HA	0.8km	3	Yes	Yes
12	East Riding of Yorkshire	ERYC Allocations Document	PAT-B	2.28ha This site is allocated for housing development. Proposals will be required to: a. Retain the mature hedgerows within the site and provide additional landscaping to the Northern boundary; and b. Retain and reuse the Listed Building on Westgate.	Land East of Guardians Road 2.28ha	0.58km	3	Yes	Yes
13	East Riding of Yorkshire	ERYC Allocations Document	PAT-C	2.10ha This site is allocated for housing development. Proposals will be required to: a. Provide additional landscaping to the Northern and Eastern boundaries	LAND NORTH OF 17 69 NORTHSIDE	0.27km	3	Yes	Yes
14	East Riding of Yorkshire	ERYC Allocations Document	HAV-A	205ha- This site is allocated to cater for the expansion of the Port of Hull.	Hedon Haven	0km- Passes through allocation	3	Yes	Yes
15	North East Lincolnshire	North East Lincolnshire Local	HOU002	Land to the West of Pilgrims Way - 178 resi units (major dev).	Land to the West of Pilgrims Way	0.75km	3	Yes	Yes

ID	Local Authority	Local Plan Document	Policy Ref	Development Description	Site Address	Distance from draft Order Limits	Tier	Within Geographic Scope	Progress to Stage 2
		Plan 2013 to 2032 (Adopted 2018)							
16	North East Lincolnshire	North East Lincolnshire Local Plan 2013 to 2032 (Adopted 2018)	HOU004	Land South West of Roval Drive ('Habrough Fields') - 660 resi units (major dev).	Land South West of Roval Drive ('Habrough Fields')	0.75km	3	Yes	Yes
17	North East Lincolnshire	North East Lincolnshire Local Plan 2013 to 2032 (Adopted 2018)	HOU006	Land to the East of Stallingborough Road - 28 resi units (major dev).	Land to the East of Stallingborough Road	1.95km	3	Yes	Yes
18	North East Lincolnshire	North East Lincolnshire Local Plan 2013 to 2032 (Adopted 2018)	HOU233	Land at Willows Farm - 8 units (minor dev).	Land at Willows Farm	1.85km	3	Yes	Yes
19	North East Lincolnshire	North East Lincolnshire Local Plan 2013 to 2032 (Adopted 2018)	HOU134	Land of Station Road - 118 resi units (major dev).	Land of Station Road	0.37km	3	Yes	Yes
20	North Lincolnshire	The North Lincolnshire Local Development Framework, Housing and Employment Land Allocations DPD, Adopted March 2016	SHBE-1 and SS10 South Humber Bank. EC4: South Humber Bank Landscape Initiative and DQE2: Landscape Enhancement, DQE12: Green Infrastructure Network, DQE3: Biodiversity and Geodiversity	The policy identifies a need for 900 hectares (gross area) of B1 (Offices/Light Industrial), B2 (General Industry) and B8 (Storage and Distribution) port related activities to take special advantage of its location within an existing port environment, flat topography and being adjacent to a deep-water channel of the Humber Estuary. The land is allocated between and around the two existing ports of Grimsby and Immingham and the Humber Sea Terminal and includes preferred sites for waterbird mitigation. The Adopted Housing and Employment Land Allocations DPD estimates that the South Humber Bank allocation has the potential to create 10,000 jobs (although the location of these is not specified and it is likely	Southern bank of the Humber Estuary.	0km- Adjacent to Order Limit	3	Yes	Yes

ID	Local Authority	Local Plan Document	Policy Ref	Development Description	Site Address	Distance from draft Order Limits	Tier	Within Geographic Scope	Progress to Stage 2
				that some of these will be associated employment and be located elsewhere).					
21	North Lincolnshire	The North Lincolnshire Local Development Framework, Housing and Employment Land Allocations DPD, Adopted March 2016	SS9: Strategic Employment Allocation Killingholme Airfield Strategic Employment site	Policy NKA-E-1 Proposed Employment Allocation (North Killingholme Airfield) in the Adopted North Lincolnshire Local Plan, May 2003 (Saved Policies 2007) lies within the Study Area. The emerging Local Plan has retained this employment allocation (Policy SS9) which covers an area of 138ha.	North Killingholme Airfield	0km- Adjacent to Order Limit	3	Yes	Yes
22	North Lincolnshire	North Lincolnshire Adopted Local Plan	Proposed Employment Site- North Killingholme Airfield	Same name different on GIS Map??			3	Yes	Yes
23	North Lincolnshire	The North Lincolnshire Local Development Framework, Housing and Employment Land Allocations DPD, Adopted March 2016	SS9: Strategic Employment Allocation HUME-1 Humberside Airport (IN1-12, CIN9)	Land at Humberside Airport 9.4(ha) is allocated for employment use. The site should be developed for a mix of B1 (Business/Light Industrial), and B8 (Storage and Distribution) uses and ancillary uses which support or are associated with the airport functions.	The Humberside Airport site is located to the South of the A18 at Kirmington and to the West of the existing main airport complex.	0.88 KM	3	Yes	Yes
24	North Lincolnshire	The North Lincolnshire Local Development Framework, Housing and Employment Land Allocations DPD, Adopted March 2016	SS9: Strategic Employment Allocation HUME-1a Land to the West of Humberside Airport	Land to the West of Humberside Airport 12(ha) is allocated for employment use. The site will be brought forward for development once the adjacent Employment Allocation HUME-1 is substantially committed or when due to size restrictions proposed employment uses cannot be physically accommodated on the remaining undeveloped elements of HUME-1. The site should be developed for a mix of B1 (Business/Light Industrial), and B8 (Storage and Distribution) uses and ancillary uses which support or are associated with the airport functions.	Site HUME-1a is located to the South of the A18 at Kirmington and to the West of the existing Airport Business Park.	0.88 KM	3	Yes	Yes

ID	Local Authority	Local Plan Document	Policy Ref	Development Description	Site Address	Distance from draft Order Limits	Tier	Within Geographic Scope	Progress to Stage 2
25	North Lincolnshire	The North Lincolnshire Local Development Framework, Housing and Employment Land Allocations DPD, Adopted March 2016	SS9: Strategic Employment Allocation HUME-2 Land North of A18 at Humberside Airport	Land North of the A18 at Humberside Airport (7.8ha) is allocated for employment use. The site should be developed for a mix of B1 (Business/Light Industrial) and B8 (Storage and Distribution) uses and ancillary uses which support or are associated with the airport functions.	The HUME- 2 site is located to the North of the A18 at Kirmington and to the North-West of the main existing airport complex.	0.88 KM	3	Yes	Yes
26	North Lincolnshire	The North Lincolnshire Local Development Framework, Housing and Employment Land Allocations DPD, Adopted March 2016	SS9: Strategic Employment Allocation NEWE-1 New Holland Industrial Estate (CIN-12)	Land at the New Holland Industrial Estate, New Holland (21.47ha) is allocated for employment use and consists of a phased development of 2ha plots. Further 2 ha plots will be released only when the previous phase has been developed or is committed by means of detailed planning consents. The site should be developed for a mix of B1 (Business/Light Industrial), B2 (General Industrial) and B8 (Storage and Distribution).	New Holland Industrial Estate, Lincoln Castle Way	2.5 km	3	Yes	Yes
27	North Lincolnshire	The North Lincolnshire Local Development Framework, Housing and Employment Land Allocations DPD, Adopted March 2016	CS5: DELIVERING QUALITY DESIGN IN NORTH LINCOLNSHIRE CS7: OVERALL HOUSING PROVISION CS9: AFFORDABLE HOUSING BARH-2 Land at Pasture Road South Phase 1 (7-2)	Land at Pasture Road South (8.83 ha) is allocated for housing (227 dwellings). Affordable housing provision will be negotiated at the time of the planning application, having regard to any abnormal cost, economic viability and other requirements associated with the development and in accordance with Core Strategy Policy CS9. Design must be in accordance with Core Strategy Policy CS5.	Pasture Road South	2.9 km	3	Yes	Yes
28	North Lincolnshire	The North Lincolnshire Local Development Framework, Housing	SS9: Strategic Employment Allocation EALE-1 Spen	Land at Spen Lane, Ealand (3.2ha) is allocated for employment use. The site should be developed for a mix of B1 (Business/Light Industrial), B2 (General Industrial) and B8	North of Railway, Spen Lane	2.24 km	3	Yes	Yes



ID	Local Authority	Local Plan Document	Policy Ref	Development Description	Site Address	Distance from draft Order Limits	Tier	Within Geographic Scope	Progress to Stage 2
		and Employment Land Allocations DPD, Adopted March 2016	Lane, Ealand (CIN-16, 14-5)	(Storage and Distribution) uses.					
29	North Lincolnshire	The North Lincolnshire Local Development Framework, Housing and Employment Land Allocations DPD, Adopted March 2016	SS9: Strategic Employment Allocation EAL-2 Land South of Railway, Ealand (IN1-14)	Land South of the Railway, Ealand (6ha) is allocated for employment use. The site should be developed for a mix of B1 (Business/Light Industrial), B2 (General Industrial) and B8 (Storage and Distribution) uses.	South of Railway, Spen Lane	2.24 km	3	Yes	Yes
30	North Lincolnshire	The North Lincolnshire Local Development Framework, Housing and Employment Land Allocations DPD, Adopted March 2016	CS5: DELIVERING QUALITY DESIGN IN NORTH LINCOLNSHIRE CS7: OVERALL HOUSING PROVISION CS9: AFFORDABLE HOUSING CROH-1 Land to the East of Fieldside (13-10)	Land to the East of Fieldside (2.34 ha) is allocated for housing (86 dwellings). A mix of housing size and tenure should be provided on the site and developed at approximately 40 dwellings per hectare. Affordable housing provision will be negotiated at the time of the planning application, having regard to any abnormal cost, economic viability and other requirements associated with the development and in accordance with Core Strategy Policy CS9. Design must be in accordance with Core Strategy Policy CS5.	The site is located outside the existing development limit of Crowle within the open countryside.	1.5 KM	3	Yes	Yes
31	North Lincolnshire	The North Lincolnshire Local Development Framework, Housing and Employment Land Allocations DPD, Adopted March 2016	CS5: DELIVERING QUALITY DESIGN IN NORTH LINCOLNSHIRE CS7: OVERALL HOUSING PROVISION CS9: AFFORDABLE	Land to the South of Godnow Road (1.32 ha) is allocated for housing (51 dwellings). A mix of housing size and tenure should be provided on the site and developed at approximately 40 dwellings per hectare. Affordable housing provision will be negotiated at the time of the planning application, having regard to any abnormal cost, economic viability and other requirements associated with the development and in accordance with Core Strategy Policy	The site lies within the existing development limit of Crowle and is close to a conservation area.	1.5 KM	3	Yes	Yes

ID	Local Authority	Local Plan Document	Policy Ref	Development Description	Site Address	Distance from draft Order Limits	Tier	Within Geographic Scope	Progress to Stage 2
			HOUSING CROH-2 Land North of Godnow Road (13-11)	CS9. Design must be in accordance with Core Strategy Policy CS5.					
32	North Lincolnshire	The North Lincolnshire Local Development Framework, Housing and Employment Land Allocations DPD, Adopted March 2016	SS9: Strategic Employment Allocation SCUE-1 Normanby Enterprise Park (IN1-3, 36-70)	Land at Normanby Enterprise Park (35.10 ha) is allocated for employment use. The site should be developed for a mix of B1 (Business/Light Industrial), B2 (General Industrial) and B8 (Storage and Distribution) uses.	Normanby Enterprise Park	0.66 km	3	Yes	Yes
33	North Lincolnshire	The North Lincolnshire Local Development Framework, Housing and Employment Land Allocations DPD, Adopted March 2017	CS5: DELIVERING QUALITY DESIGN IN NORTH LINCOLNSHIRE CS7: OVERALL HOUSING PROVISION CS9: AFFORDABLE HOUSING SCUH-8 Land North of Doncaster Road (36-68)	Land North of Doncaster Road (39.96 ha) is allocated for housing (1,264 dwellings). A mix of housing size and tenure should be provided on the site and developed at approximately 40 dwellings per hectare. Affordable housing provision will be negotiated at the time of the planning application, having regard to any abnormal cost, economic viability and other requirements associated with the development and in accordance with Core Strategy Policy CS9. Design must be in accordance with Core Strategy Policy CS5.	Land North of Doncaster Road	2.25 KM	3	Yes	Yes
34	North Yorkshire (Selby)	Selby new local plan	Key Employment Area (EM2)	SDLP EMP10 - Drax Power Station is the only remaining operational power station in the former District area. It is identified as a growth driver by the York and North Yorkshire LEP having converted to the use of sustainable biomass instead of coal.	New Rd, Drax, Selby YO8 8PH, United Kingdom	1.27 KM	3	Yes	Yes
35	North Yorkshire (Selby)	Selby new local plan	Local Plan Reference CARL-G	9.56 Ha (Residential).	Land North of Mill Lane, Carlton	Adjacent Order limits	3	Yes	Yes

ID	Local Authority	Local Plan Document	Policy Ref	Development Description	Site Address	Distance from draft Order Limits	Tier	Within Geographic Scope	Progress to Stage 2
36	North Yorkshire (Selby)	Selby new local plan	SHLAA Reference Carlton-9	Area (Ha) 2.92.	Land West of Station Road, Carlton	0.5 km	3	Yes	Yes
37	North Yorkshire (Selby)	Selby new local plan	SHLAA Reference Carlton-9	Area (Ha) 3.84.	Land West of Station Road, Carlton	0.5 km	3	Yes	Yes
38	North Yorkshire (Selby)	Selby new local plan	Local Plan Reference HEMB-G	Area (Ha) 4.86.	Land to the South of School Road, Hemingbrough	2.4 km	3	Yes	Yes

## Appendix F – Draft Register of Commitments

Table 1 – Draft Register of Commitments

Commitment Number	Environmental Topic	Mitigation	Delivery Mechanism	Phase
1	Various	<p>The implementation of a Construction Environmental Management Plan (CEMP). The CEMP will set out a series of measures, based on best practice guidance from a range of environmental disciplines to control the environmental effects of the construction of the Project.</p> <p>Measures within the CEMP will be based upon mitigation measures proposed via the Environmental Impact Assessment, best practice guidance and standard industry measures.</p>	<p>A draft CEMP will be submitted with the DCO application (and provided in the PEIR).</p> <p>The CEMP will be secured through a requirement in the draft DCO.</p> <p>The implementation of the requirements of the CEMP will be the responsibility of the Main Works Contractor (or the lead contractor for the element of the work).</p>	Construction
2	Various	<p>The implementation of a decommissioning management plan (DEMP). The DEMP will set out a series of measures, based on environmental best practice guidance from a range of environmental disciplines, to control the environmental effects of the decommissioning of the Project.</p>	<p>The DEMP will be secured through a requirement in the draft DCO.</p> <p>The implementation of the requirements of the DEMP will be the responsibility of the Main Works Contractor (or the lead contractor for the element of the work).</p>	Decommissioning
3	Waste Management Ground Conditions (Soil Management)	<p>A Site Waste Management Plan (SWMP) will be produced as part of the CEMP (commitment number 1).</p> <p>The SWMP sets the framework for the management of wastes generated during the construction of the Project. It documents the decisions taken during the planning and design stages to minimise construction waste and sets objectives and targets for the main waste types.</p> <p>In addition, any soil stabilising methods for stockpiles will be considered in accordance with a SWMP to reduce the risk of erosion, the creation of leachate and potential water quality issues.</p>	<p>A draft CEMP will be submitted with the DCO application.</p> <p>The CEMP will be secured through a requirement in the draft DCO.</p> <p>The implementation of the requirements of the CEMP will be the responsibility of the Main Works Contractor (or the lead contractor for the element of the work).</p>	Construction
4	Ground Conditions (Pollution Control)	<p>A Surface Water Management Plan will be produced as part of the CEMP (commitment number 1).</p> <p>A Surface Water Management Plan would be developed for the construction activities at the tunnel head locations, as well as at other areas where significant dewatering is required (TBC). This would specify measures to manage discharges from dewatering required during tunnel construction, and from the associated works adjacent to the tunnel heads (slurry and concrete batching) and shafts.</p>	<p>A draft CEMP will be submitted with the DCO application.</p> <p>The CEMP will be secured through a requirement in the draft DCO.</p> <p>The implementation of the requirements of the CEMP will be the responsibility of the Main Works Contractor (or the lead contractor for the element of the work).</p>	Construction
5	Ground Conditions (Pollution Control)	<p>Environmental Emergency and Contingency Procedures (a Pollution Incident Control Plan) will be produced as part of the CEMP (commitment number 1).</p>	<p>A draft CEMP will be submitted with the DCO application.</p>	Construction

Commitment Number	Environmental Topic	Mitigation	Delivery Mechanism	Phase
			<p>The CEMP will be secured through a requirement in the draft DCO.</p> <p>The implementation of the requirements of the CEMP will be the responsibility of the Main Works Contractor (or the lead contractor for the element of the work).</p>	
6	Cultural Heritage	The Project will seek to avoid any physical impact to any listed buildings located within the Scoping Route Corridor.	<p>Project design and construction methodology, which will be a measure in the CEMP.</p> <p>A draft CEMP will be submitted with the DCO application.</p> <p>The CEMP will be secured through a requirement in the draft DCO.</p> <p>The implementation of the requirements of the CEMP will be the responsibility of the Main Works Contractor (or the lead contractor for the element of the work).</p>	Pre-application and Construction
7	Cultural Heritage	<p>An Outline Heritage Mitigation Strategy (OHMS) will be produced as part of the CEMP (commitment number 1). The measures contained within the OHMS will be determined following surveys and the outcome of the impact assessment, and may include measures such as:</p> <ul style="list-style-type: none"> <li>Excavation and recording of archaeological assets that would experience a significant effect due to physical impact of construction works.</li> <li>Standard working practices that limit dust and noise during construction works, limiting change to setting of heritage assets.</li> <li>Reinstatement of construction working areas to prior condition, reversing change to setting of heritage assets along the draft Order Limits.</li> </ul>	<p>A draft CEMP will be submitted with the DCO application.</p> <p>The CEMP will be secured through a requirement in the draft DCO.</p> <p>The implementation of the requirements of the CEMP will be the responsibility of the Main Works Contractor (or the lead contractor for the element of the work).</p>	Construction
8	Landscape	Reinstatement of landscape features, such as grassland, to areas affected by the pipelines. For instances where features such as trees and hedgerows have been lost, these would be reinstated either at the same location or at suitable locations at an appropriate offset from the pipeline. This will be instructed on site where appropriate to ensure integration with existing nearby features from a landscape and biodiversity perspective whilst also allowing maintenance access and reducing likely damage from roots.	Secured through a requirement in the draft DCO.	Operation
9	Landscape	Reinstatement of landscape features, such as grassland, to areas affected by the Above Ground Installations (AGIs) and the Pump Facility. Trees and hedgerows to be reinstated where lost to appropriate locations at a safe distance from the AGIs and the Pump Facility. This will be instructed on site	Secured through a requirement in the draft DCO.	Decommissioning

Commitment Number	Environmental Topic	Mitigation	Delivery Mechanism	Phase
		where appropriate to ensure integration with existing nearby features from a landscape and biodiversity perspective whilst also allowing maintenance access and reducing likely damage from roots.		
10	Socio-economic (Recreation and Tourism) Human Health and Wellbeing	Where PRoW or cycle routes may be disrupted by construction of the Project, temporary diversions will be put in place together with appropriate signage as necessary. If this is not possible discussions will occur with stakeholders to agree the most appropriate approach.	Secured through the draft DCO.	Construction
11	Traffic and Transport	A Construction Transport Management Plan (CTMP) would be implemented by the Main Works Contractor to ensure that all traffic associated with the Project's construction works operate in a safe and compliant manner. The CTMP would be approved by the Main Works Contractor and the highway authorities. This agreement would include for the repair of any damage caused to highway infrastructure by the construction traffic under Section 56 of the Road Act 1984.	<p>The CTMP will be a working document that will be updated throughout the EIA process and into the construction phase. A draft CTMP will be provided with the DCO application.</p> <p>The CTMP will be secured through a requirement in the draft DCO.</p> <p>The implementation of the requirements of the CTMP will be the responsibility of the Main Works Contractor (or the lead contractor for the element of the work).</p>	Construction
12	Traffic and Transport	<p>An access route inspection and Swept Path Analysis (SPA) for the largest equipment / construction material delivery vehicles and transporters, including Abnormal Indivisible Loads (AILs).</p> <p>If confirmed necessary, swept path drawings to be prepared as part of the Project design package, identifying any required modifications to the existing highway. Visual inspection report to include photographs and videos taken of access routes before, during and after the construction works, to ensure that there is a record of road conditions throughout the Project.</p> <p>If required, any modifications will be submitted to, and agreed with, the relevant local authority.</p>	Secured through a requirement in the draft DCO.	Construction
13	Traffic and Transport	A Staff Travel Plan will be prepared by the Main Works Contractor with the aim of proactively managing trips to and from the Project, to minimise local impacts by reducing the number of single occupancy vehicle trips and encouraging the uptake of sustainable modes of travel. The workforce is the primary target audience. However, visitors will also be encouraged to travel to and from the Project in a sustainable / responsible manner.	<p>The Staff Travel Plan will be secured through a requirement in the draft DCO.</p> <p>The preparation and implementation of the Staff Travel Plan will be the responsibility of the Main Works Contractor (or the lead contractor for the element of the work).</p>	Construction



Commitment Number	Environmental Topic	Mitigation	Delivery Mechanism	Phase
14	Waste Management	A Materials Management Plan (MMP) will be produced in accordance with the CL:AIRE Definition of Waste: Code of Practice (DoW:CoP) and included in the CEMP.	<p>A draft CEMP will be submitted with the DCO application.</p> <p>The CEMP will be secured through a requirement in the draft DCO.</p> <p>The implementation of the requirements of the CEMP will be the responsibility of the Main Works Contractor (or the lead contractor for the element of the work).</p>	Construction
15	Hydrology and land drainage (watercourse crossings)	<p>All works within main rivers or ordinary watercourses will be in accordance with a method approved under relevant environmental permits.</p> <p>For open cut watercourse crossings and installation of vehicle crossing points, good practice measures will include, but not be limited to, reducing the working width whilst still providing safe working and re-instating riparian vegetation and natural channel bed materials on completion of the works.</p>	<p>Permits issued under the Environmental Permitting Regulations</p> <p>or</p> <p>Protective provisions of the DCO for the benefit of the Environment Agency and the Lead Local Flood Authorities (LLFAs) / Internal Drainage Boards (IDBs).</p>	Construction and Operation

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