

North Yorkshire Council

Deadline 6 Action Points – updated 04-08-2023

The below table has been updated to include comments against action point 7 which was marked as 'to follow'.

Action Point 6 includes comments on the CTMNP which were previously shared with the applicant but may have been omitted in error on our previous submission at deadline 6.

6	Submit comments on updated Construction Traffic Management Plan (CTMP).	Please see below
7	Provide reasons for concerns about Heavy Goods Vehicles (HGVs) passing through the village of Lumby and any potential mitigation measures that could be used throughout the village rather than the alternative haul road, if it is not confirmed.	<p>The village of Lumby has a typical minor road environment; narrow and a number of twist and turns within the village and has evolved over the years. The main road through the village narrows as it approaches Red Hill Lane and is bounded by properties on either side. The junction of Red Hill Lane and Butts Lane is not very wide and will create a problem for turning vehicles and may over run the farm property. Red Hill Lane is un-surfaced beyond the junction.</p> <p>It may be possible for vehicles to drive along Old Quarry Lane and directly enter Red Hill Lane driving straight across Butts Lane. This could be used if vehicle numbers were perhaps limited both in size and numbers.</p>
10	Confirm agreement to Change Number 3.	Agreed
12	Confirm that the position has moved on and there is now agreement to the noise assessment in terms of the application of	There is agreement that Annex E ABC categories are commonplace for determining significance for the construction noise assessment. The position set out in response to

	<p>Annex E ABC categories to determine significance for the construction noise assessment.</p>	<p>written question 12.0.02 submitted at Deadline 5 is accurate and we don't have anything to add.</p> <p>That response is added here for ease of reference:</p> <p><i>Document 8.23.1 Applicant's Written Summary of Oral Representations made at ISH2, Table 8.2 provides an accurate view of the differing positions between National Grid and North Yorkshire Council (Selby area). I concur that, whilst we do not agree with the methodology, we are in agreement regarding the conclusions that have been drawn.</i></p> <p><i>In response to Document 8.5.2(c) Statement of Common Ground between National Grid Electricity Transmission plc and North Yorkshire Council July 2023, the document provides an accurate representation so far as this department's interests are concerned in so far as we do not agree with the overhead line noise assessment methodology or the inclusion of Sundays and Bank Holiday in core construction working hours.</i></p>
13	<p>Consider the alternate Sunday working arrangements that are included in the Orders for Hinkley Point C Connector and Richborough Connection Project.</p>	<p>The ABC approach is limited in so far as the lowest noise threshold of 65dB L_{Aeq,T} significantly exceeds existing background levels in quiet rural areas as is the case here. The issue regarding Sun/BH working arises in connection with the Monk Fryston substation where background levels are predicted to be around 30dB L_{A90,T}, so whatever the outcome of the ABC assessment it's hard to ignore the fact that significant noise impacts are likely at nearby receptors, and I maintain that Sun/BH tranquillity should be safeguarded.</p> <p>It's difficult to put a value on such impacts occurring on alternate Sunday working arrangements and is a position we can probably all draw conclusion on regardless of acoustic knowledge. However, by way of compromise, this approach will serve to reduce the persistency of construction noise impacts which we know is an aggravating factor to its</p>

		<p>effects. There is an argument that such an approach could result in less frequent noise effects but over a longer period.</p> <p>The Council's preference would be to prohibit construction works in connection with the Monk Fryston substation on Sun/BH but will respect the ExA decision. You mention construction time pressures as the applicants' position and hopefully the ExA will be provided with clarity from the applicant in this regard in the context of prohibiting Sun/BH construction works in Monk Fryston.</p>
15	<p>Comment on the Applicant's proposed Saturday piling hours of 09:00 to 14:00, in the context of the British Standard (08:00 to 13:00), under Requirement 7(2).</p>	<p>There are no objections to this approach and note that the threshold of significance for such works is 65dB $L_{Aeq,5hr}$ which is acceptable.</p>
DRAFT DCO		
21	<p>To confirm withdrawal of objection to Article 13.</p>	<p>Confirmed</p>
30	<p>Respond to updated Requirement 18.</p>	<p>North Yorkshire Council notes that the updated wording in requirement 18 has not gone as far as the wording suggested in our response to previous hearing's action points submitted at deadline 4.</p> <p>The concern of the council is predominately regarding the fencing. We have noted the applicants response on the matter but feel some detailed discussion will be required to resolve the matter.</p> <p>A concern of the Council is that the response submitted by the applicant particularly in relation to the fencing, relies heavily on the landscape mitigation. We would wish to avoid putting strain on the mitigation strategy having to deal with matters which could have been dealt with in the DASSI. This could result in delay to acceptance which neither party wants.</p> <p>We will commit to discussing the matter in more detail with the applicant before the final deadline.</p>

33	Confirm whether or not you are content with the drafting of Requirement 19 in light of the Council’s public sector equality duty	Confirmed
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Highway Approval note to inspector (Action Point 6)

The Highway authority position

The North Yorkshire Council as Local Highway Authority wishes to state that the applicant shall without fail consult and seek approval for all work within the highway boundary and or close to it. This consultation must be undertaken in a reasonable time and no later than 28 days before planned implement of any work and must allow the authority to post street work permits as guided by the New Roads and Street Works Act 1991 to inform the travelling public of planned work on the highway.

Construction Traffic management Plan

Main issue for the authority is the need to consultant at each stage. Access points may need individual consultation for unknown reasons so the developer needs to understand this and work with the authority . The document has outlined the important stages within the construction phase and it is worth repeating :-

1. Proposed accesses
2. Abnormal Loads
3. HGV & LV Routeling Strategy
4. Over head Crossings
5. Traffic Management
6. Mitigation Strategies
7. Management of CTMP and enforcement



Proposed Access

The authority requests they are consulted on each access and wish to do this as efficiently as possible perhaps by looking at clusters of sites with on site discussions. Each access will need to follow an implementation plan using guidance either within the DMRB or the Councils design standards.

Abnormal loads

the LHA will need to be consulted on the proposed route and any mitigation measures the developer is to take. Traffic management of each site will need to be established.

Routing

HGVs are the more demanding form of vehicle and several of the roads included are narrow and of unknown construction and in some cases may fail due to the weight of vehicles. Each route will need a survey being mindful that other large vehicles may use the route as well.

Over head crossing

The Authority wishes to state that this type of work is hazardous and could present a risk to the public. Therefore the LHA asked that National Grid undertakes risk assessments of each operation within the highway. Often the large maxtric's either side of the road can be disturbed by the weather hot/cold/windy or indeed hit by vehicles so care will need to be taken by developer.

Traffic Management

Planning of works in the highway will need Street works approval and at this stage the Traffic management proposals will be examined by the street works authority.

Management of CMTP.

North Yorkshire Council as highway authority wishes to be involved and consulted to help the project run smoothly without unnecessary disruption to the highway network.