



THE PLANNING ACT 2008

THE INFRASTRUCTURE PLANNING (EXAMINATION PROCEDURE) RULES 2010

RIVER HUMBER GAS PIPELINE REPLACEMENT PROJECT APPLICATION

Planning Inspectorate Reference: EN060004

WRITTEN REPRESENTATIONS OF YORKSHIRE WILDLIFE TRUST AND ANSWERS TO THE EXAMINING AUTHORITY'S WRITTEN QUESTIONS

DATE: 12TH OCTOBER 2015

1. INTRODUCTION

1.1 PURPOSE OF THE REPRESENTATION

Yorkshire Wildlife Trust has already provided information on our principal concerns in our Relevant Representations, submitted to the Planning Inspectorate on 26th June 2015. This Written Representation comprises additional information on Yorkshire Wildlife Trust's views, as they have developed in view of the common ground discussions that have taken place with the Applicant (National Grid) to date.

1.2 STATUS AND FUNCTIONS OF YORKSHIRE WILDLIFE TRUST

Yorkshire Wildlife Trust is a nature conservation charitable organisation which cares for Yorkshire's wildlife and countryside. It is one of 47 similar Wildlife Trusts covering the UK which are affiliated to the Royal Society of Wildlife Trusts.

The Yorkshire Wildlife Trust (YWT) works across the Yorkshire and Humber region managing 98 reserves and with a membership of over 40,000. The YWT is the second oldest of the 47 Wildlife Trusts which work in partnership to cover the whole of the UK. The Trust's principal vision is to work for a Yorkshire rich in wildlife, valued and enjoyed by people.

Yorkshire Wildlife Trust's mission is to secure Living Landscapes and Living Seas, which states: "We are working for areas of Yorkshire rich in wildlife, where healthy, happy people are reconnected with nature, and local communities are supported by a sustainable economy. We are working for seas rich in wildlife from the depths



of the ocean to the coastal shallows, valued by people and supporting an environmentally-sustainable economy.”

Yorkshire Wildlife Trust is a non-statutory consultee for nature conservation for all 22 Local Planning Authorities in Yorkshire. In addition to this Yorkshire Wildlife Trust also provides nature conservation comments on all applications for consent for Nationally Significant Infrastructure Projects which are likely to affect land in Yorkshire.

2. NATURE CONSERVATION DESIGNATIONS, FEATURES AND INTERESTS THAT COULD BE AFFECTED BY THE PROPOSED PROJECT

2.1 YORKSHIRE WILDLIFE TRUST NATURE RESERVES

The proposed gas pipeline will go directly underneath our Paull Holme Stray Nature Reserve, which is adjacent to the Humber Estuary Site of Special Scientific Interest (SSSI), Special Protection Area (SPA), Special Area of conservation (SAC) and Ramsar site.

Paull Holme Strays lies alongside the River Humber offering spectacular views across the South Holderness landscape including local historical features. Yorkshire Wildlife Trust has a 30 year lease for the nature reserve and manages it in partnership with the Environment Agency, who constructed the nature reserve in 2003 as part of their managed realignment scheme along the River Humber. The nature reserve provides approximately 80ha of inter-tidal habitat to compensate for the loss of saltmarsh and mudflats in the area and is fronted by the extensive Paull Holme Sands.

The nature reserve supports significant numbers of wintering waders, including knot, golden plover, lapwing and curlew in addition to raptor species such as peregrine and merlin. This in addition to the spectacular views has resulted in the nature reserve being highlighted as an important tourist site for the region in the East Riding of Yorkshire Council Tourism Strategy and is a key site in the Yorkshire Nature Triangle. The nature reserve is extensively used by both local residents and visitors to the area, for both nature watching and dog walking.



3. YORKSHIRE WILDLIFE TRUST'S WRITTEN REPRESENTATION AND CONCERNS

3.1 – PROTECTED SPECIES

Yorkshire Wildlife Trust is satisfied that the proposed wording in the DCO and culvert design considerations for water vole, in addition to the pre-construction surveys, will safeguard the species from harm during the construction phase of the project. Yorkshire Wildlife Trust welcomes the proposed 'ghost' water vole licence that National Grid Gas plan to submit to Natural England (as outlined in Table 3.1 in the Statement of Common Ground between Yorkshire Wildlife Trust and National Grid Gas) and advises that the suggested enhancement of suitable stretches of ditch during the construction phase to allow water voles that have been displaced from the works to continue to feed and breed is undertaken in order to mitigate for fragmentation impacts on the species.

3.2 – PAULL HOLME STRAYS YWT NATURE RESERVE

Our concerns with regards to the visitor impacts on our Paull Holme Strays Nature Reserve, as stated in our Relevant Representation (dated 26th June 2015) have not been resolved.

The proposed project will involve the installation of a gas pipeline immediately underneath our nature reserve, in addition to the operation of a construction compound in the close vicinity of the nature reserve for 20 months. A monitoring area has been proposed to the East of the nature reserve and temporary work areas have been proposed to the North of the nature reserve on either side of Thorngumbald Road (see 2.4 Site Layout Plan - Indicative Paull Site Layout and 2.2 Works Plan Sheet 7 of 8). This 20 month construction period will result in an increased level of noise, traffic and visual disturbance in the area from what is experienced currently. Yorkshire Wildlife Trust is therefore concerned that this will have a significant impact on the enjoyment of our nature reserve by visitors and lead to decreased visitor numbers during the construction period.

Paull Holme Strays YWT Nature Reserve is a key nature reserve in the East Yorkshire region and has been highlighted in the East Riding Tourism Strategy as an important site for nature tourism. The nature reserve is also an important site within the Yorkshire Nature Triangle, a programme led by Yorkshire Wildlife Trust in collaboration with the RSPB, East Riding of Yorkshire Council, Visit Hull and East Yorkshire and Yorkshire Water to promote nature tourism within East Yorkshire (<http://www.yorkshirenaturetriangle.org.uk/>).

The nature reserve is utilised by visitors from the local community in addition to those travelling from Hull and further afield who visit to observe the important numbers of wildfowl on the site in addition to more general countryside activities such as walking and enjoying the landscape. The addition of a construction compound to the immediate area for 20 months will therefore have an impact on the peacefulness and sense of remoteness of our Paul Holme Strays nature reserve, which is likely to lead to a reduction in the quality of the visitor experience through increased noise, traffic and the visual impact of the proposed



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construction work. This may then result in reduced visitor numbers to the nature reserve for the duration of the construction period.

There has been no commitment from the Applicant on any mitigation for the potential visitor impacts likely to be experienced on our nature reserve as a result of the proposed project.

Yorkshire Wildlife Trust has discussed these issues with the Applicant's consultant (telephone conference with Hyder Consultancy Ltd on 28th August 2015) and has provided additional information on the potential visitor impacts and possible mitigation for such impacts (see Appendices 1 and 2). Yorkshire Wildlife Trust has not received any information on whether the Applicant is willing to commit to the conduction of any work on the nature reserve or surrounding area in order to mitigate for the impacts anticipated to occur during the construction phase of the development. The issue was highlighted as a Matter Not Concluded in Table 4.1 of the Statement of Common Ground between Yorkshire Wildlife Trust and National Grid Gas.

Yorkshire Wildlife Trust is of the opinion that if the development is approved we would expect to see the provision of significant visitor nature reserve and ecological enhancements to our Paull Holme Strays Nature Reserve and the immediate area in order to mitigate for the visitor impacts likely to be experienced on our Paull Holme Strays Nature Reserve during the construction period of the proposed project.

In addition to this issue, the management of the ecological enhancement field (Field 26 - Figure 7.6 Chapter 7: Ecology and Nature Conservation (DCO Document Reference 6.7)) proposed by the Applicant was discussed during the telephone conference with Hyder Consultancy Ltd. The management of Field 26 by Yorkshire Wildlife Trust was proposed by Hyder Consultancy Ltd. Yorkshire Wildlife Trust would require the commitment to the long term conservation management of the site and a long term funding plan by National Grid Gas before committing to such work. Yorkshire Wildlife Trust would also require additional information on the control of the land and access to the site. This has not yet been provided by National Grid Gas.

Yorkshire Wildlife Trust is willing to continue working with the Applicant in order to resolve the visitor impacts on our Paull Holme Strays Nature Reserve and the outstanding ecological enhancement matters.



4. ANSWERS TO THE EXAMINING AUTHORITY'S WRITTEN QUESTIONS

4.1 THE QUESTIONS RECEIVED

4.1.1 In its Rule 8 letter dated 14th September 2015, the Examining Authority asked Yorkshire Wildlife Trust a number of questions. These are set out, along with the answers, below:

5.6. [APP—019] Statement of Reasons 4.3.5 -7.6ha of set aside land for roosting has been identified. Is this of adequate size, in the best location, how should it be prepared and should consideration be given to its (or an alternative piece of land) long term retention as a positive environmental benefit from the project?

The set aside field in question lies on the South Bank of the Humber Estuary SPA, which lies outside the geographical remit of Yorkshire Wildlife Trust. Yorkshire Wildlife Trust therefore does not feel it is appropriate to comment on the suitability of proposed compensation/ mitigation outside of areas where we would normally comment and therefore wishes to defer to Natural England, RSPB and Lincolnshire Wildlife Trust on this question, as they will have a better knowledge of the habitats and species distributions in this area than ourselves.

5.18. 6.7 Ecology and Nature Conservation (paras.7.3.8-7.3.9 and Table 7-3). Please clarify (applicant) whether the desk study covered the access improvement areas and are any interested parties aware of any information available for these areas which could affect the assessment undertaken?

Yorkshire Wildlife Trust does not hold any ecological records for the access improvement areas.

7.4. [APP-027] Habitats Regulation Assessment, para. 8.3.19, Page 80 'Noise Disturbance' references documented reports in evidence to support that 70dB is the relevant limit for construction noise levels and that 'where possible, sudden, irregular noise above 50dB should also be avoided'. Are these noise levels agreed? If not what alternative levels are suggested and on what basis?

Having discussed the noise bird disturbance issues with Hyder consulting and Natural England, Yorkshire Wildlife Trust wishes to defer to Natural England for issues on noise bird disturbance who, as the statutory consultee for Special Protection Areas (SPA's), has the relevant expertise to advise on such matters. This approach has been agreed with Natural England.



7.9. In your relevant representation you state 'Research on bird disturbance on SPA bird populations has shown that loud, infrequent noises can be more damaging to birds than constant, low level noises which they may habituate to over time'. Can you please identify and reference the relevant report from which this statement is made?

The reference to which the above statement was made is on is:

N. Cutts, A. Phelps & D. Burdon, 2009: Construction and Waterfowl: Defining Sensitivity, Response, Impacts and Guidance. Report to Humber INCA Institute of Estuarine and Coastal Studies. University of Hull.

The above paper by Cutts et.al., 2009, contains a detailed Literature Review and data synopsis for disturbance effects to avifauna, and in particular, construction effects to waterfowl, in addition to a Sensitivity Analysis for the Humber Estuary on a sectoral basis using an Environmental Integrative Indicators approach. One of the recommendations for mitigation measures to reduce bird disturbance during construction works that was advised by the paper, based on the findings of the Literature Review, is to restrict construction noise to below 70 db, as birds will habituate to noise below this level:

'Construction noise levels should be restricted to below 70 dB (A), birds will habituate to regular noise below this level. Where possible sudden irregular noise above 50 dB (A) should be avoided as this causes disturbance to birds. However data availability is poor for differing noise sources, receptors and times of year, and it is suggested that in order to strengthen predictive capacities (and reduce necessary precautionary factors), a detailed study programme be initiated to provide a more rigorous scientific basis to thresholds.'

13.4. In your relevant representation [RR-030] you raise the question of impacts on access to the reserve parking at Paull Holme Strays and the visitor experience and suggest a solution could be an alternative access to the reserve. Please supply a plan and do you consider this the only reason for Paull Holme Strays to not currently be scoped out?

The proposed pipeline will go directly beneath our Paull Holme Strays Nature Reserve and the construction compounds will be adjacent to and across the road from the nature reserve. Paull Holme Strays has been highlighted as an important site for nature tourism in the East Riding of Yorkshire Region, and is included in the East Riding of Yorkshire Tourism Strategy. The nature reserve is also an important site within the Yorkshire Nature Triangle, a programme led by Yorkshire Wildlife Trust in collaboration with the RSPB, East Riding of Yorkshire Council, Visit Hull and East Yorkshire and Yorkshire Water to promote nature tourism within East Yorkshire (<http://www.yorkshirenaturetriangle.org.uk/>).

The construction period is set to last approximately 20 months, which will result in an increase in noise, traffic and visual disturbance in the area which will be a stark contrast to the quietness and peacefulness that people want and expect when visiting a nature reserve. The nature reserve is utilised by visitors from the local community in addition to those travelling from Hull and further afield who visit to observe the



important numbers of wildfowl on the site in addition to more general countryside activities such as walking and enjoying the landscape. The addition of a construction compound to the area for 20 months will therefore have an impact on the peacefulness and sense of remoteness of our Paul Holme Strays nature reserve, which may lead to a reduction in the quality of the visitor experience through increased noise, traffic and the visual impact of the development. This may then lead to reduced visitor numbers to the reserve for the duration of the construction period.

Following discussions with Hyder Consultancy on the proposed visitor impacts to our nature reserve Yorkshire Wildlife Trust have provided additional information of the potential impacts to Hyder Consultancy and potential ways to mitigate for such impacts. One of the potential mitigation options was for the provision of a new car park away from the construction works area, so that visitors can enter and exit the nature reserve away from the construction area. The proposed car park would ideally be to the North of the nature reserve, in the area which currently is currently an agricultural field. Plans of this area have not yet been produced, as Yorkshire Wildlife Trust do not own the land adjacent to our nature reserve so the development of a new car park would depend on the purchase/ lease of the land and the granting of planning permission.

In addition to the proposed car park we have also provided Hyder with a number of other alternative nature reserve and visitor enhancements which could be undertaken to mitigate for visitor impacts, which are listed below (a full break down of estimated costs and further details can be found in Appendices 1 and 2 of this response):

- Alternative car parking and access
- Creation of short circular route
- Improvement of existing brown sign provision
- 5 new visitor interpretation boards
- Picnic tables adjacent to car park
- Small interpretive way marker posts
- A seating area with a wind baffle
- Cycle racks within existing and proposed car parks
- Additional seating at intervals along bank top.
- Water vole ditch management
- Habitat creation along car park pond edge
- Creation of a sand martin bank overlooking pond
- 3km of site fencing
- Provision of a swift tower
- Creation of wildflower grassland and open scrub of value to invertebrates and reptiles
- Creation of 3 ponds and scrapes at south western edge of nature reserve



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As stated in our Written Representation (above) Yorkshire Wildlife Trust is of the opinion that if the development is approved we would expect to see the provision of significant visitor nature reserve and ecological enhancements to our Paull Holme Strays Nature Reserve and the immediate area in order to mitigate for the visitor impacts likely to be experienced on our Paull Holme Strays Nature Reserve during the construction period of the proposed project. Yorkshire Wildlife Trust has provided the applicant with details of potential ways to mitigate for the likely visitor impacts, as listed above, however we have had no commitment from the Applicant on such works.

Yorkshire Wildlife Trust - mitigation and compensation recommendations for Proposed River Humber Gas Pipeline

Proposed works	Cost	Area of reserve	Ecosystem/ visitor service	Potential constraints	Brief Description
Alternative car parking and access	£50,000	Area 1	Access and interpretation	Will require planning permission and the land required is not in YWT control	In order to mitigate for the visitor access impacts from the planned construction works for the River Humber Gas Pipeline Project an alternative car parking provision is proposed between St Andrew's Church and the equestrian centre. This would provide benefits for the local Parish and mitigate for visitor noise disturbance to SPA bird populations by deflecting visitor pressure away from the sensitive ecological areas of Paull Holme Sands. Parking in this area also addresses access issues as the proposed car park is at the same level as the site flood banks. The area would also provide a location for additional habitat enhancement through grassland and scrub creation (see below) and also enable the River Humber Gas Pipeline project Applicant to utilise the existing car park during the construction period of the project.
Creation of short circular route	£20,000	Area 1	Access and interpretation	None	Creation of short circular route from village to PHS and back via East Riding car park, alongside Nature Reserve, to new car park (See above) and back alongside church. This would require path surfacing, signage and access furniture.
Improvement of existing brown sign provision	£2,000	Area 1	Access and interpretation	None	This will ensure that visitor access is maintained, and to correct areas. There will also be an application fee in addition to the £2000 cost (which is yet unconfirmed).
5 new visitor interpretation boards	£5,000	Areas 1, 2 and 3	Access and interpretation	None	This will encourage informed visitor access, increase ecological understanding of the site and ensure visitors are aware of the ecological sensitivities of the reserve. Cost includes the provision of 5 marker posts at £750 plus design time.
Picnic tables adjacent to car park	£1,500	Area 1	Access and interpretation	None	These will be adjacent to the existing and proposed car parks and will create family and play areas.
Small interpretive way marker posts	£2,500	Area 1	Access and interpretation	None	Costing includes 10 marker posts at £250 each.
A seating area with a wind baffle	£2,000	Area 1	Access and interpretation	None	This will be in the lighthouse area and will provide shelter to visitors. The seating area will reduce visual disturbance to roosting waders in addition to providing a ship watching viewpoint.
Cycle racks within existing and proposed car parks	£2,500	Area 1	Access and interpretation	None	Costing includes the provision of 5 x steel hoops (£100/ each) plus a shelter (£2000)
Additional seating at intervals along bank top.	£1,500	Areas 1, 2 and 3	Access and interpretation	None	
Water vole ditch management	£3,000	Areas 1, 2 and 3	Habitat enhancement	None	This will provide enhanced habitat for water voles and mitigate for any habitat fragmentation and displacement impacts that may arise as result of the proposed construction of the gas pipeline.
Habitat creation along car park pond edge	£2,500	Area 3	Habitat creation	None	This aims to increase the wetland vegetation and provide additional screening in order to reduce disturbance.
Creation of a sand martin bank overlooking pond	£6,000	Area 1	Habitat enhancement	None	
3km of site fencing	£25,000	Areas 1, 2 and 3	Habitat management	None	This will allow conservation grazing and manage disturbance by visitors and dogs
Provision of a swift tower	£10,000	Area 1	Habitat enhancement	None	This aims to provide suitable habitat to enable the colonisation of a swift nesting colony on site and provide an area of visitor interest
Creation of wildflower grassland and open scrub of value to invertebrates and reptiles	£2,500	Area 1	Habitat enhancement	None	The provision of alternative parking will also enable the creation of new habitat in the location of the existing car park.
Creation of 3 ponds and scrapes at south western edge of nature reserve	£2,500	Area 1	Habitat enhancement	None	This will be in the existing saltmarsh inland of the lighthouses.



Yorkshire Wildlife Trust

Paull Holme Strays Yorkshire Wildlife Trust Reserve:

5 Year Vision

The reserve



Paull Holme Strays lies alongside the River Humber offering spectacular views across the south Holderness landscape including local historical features. Yorkshire Wildlife Trust has a 30 year lease for the reserve and manages it in partnership with the Environment Agency, who constructed the reserve in 2003 as part of their managed realignment scheme along the River Humber. The reserve provides approximately 80ha of inter-tidal habitat to compensate for the loss of saltmarsh and mudflats in the area and is fronted by the extensive Paull Holme Sands.

The reserve supports significant numbers of wintering waders, including knot, golden plover, lapwing and curlew in addition to raptor species such as peregrine and merlin. This in addition to the spectacular views has resulted in the reserve being highlighted as an important tourist site for the region in the East Riding of Yorkshire Council Tourism Strategy and is a key site in the Yorkshire Nature Triangle. The reserve is extensively used by both local residents and visitors to the area, for both nature watching and dog walking.

Current Facilities



Car parking

The reserve is served by one car park which is accessed from Thorngumbald Road and is adjacent to the existing gas terminal. The car park is poorly defined and suffers from littering.

Pedestrian access

Pedestrian access to the reserve is via a public footpath along the crest of the flood bank, which can be accessed from 4 locations; 3 from the North West of the reserve and one from the South East. The majority of visitors access the reserve from the three North West entry points.

Proposed improvements to the reserve

Yorkshire Wildlife Trust have a programme of works planned to improve both the ecological value of the reserve and the ability for it to accommodate visitor's needs. In order to do this the reserve will be managed as three different compartments, in which a variety of access and interpretation works, fencing and infrastructure and habitat creation/ management work will be undertaken, which will accommodate visitors in addition to control their movement around the reserve.

Area 1

Area 1 will comprise of the North West section of the reserve, which includes three pedestrian access points and the car park. A key aim for this section is to enhance access for those that are less able. The area is the primary wader roosting site of the reserve, therefore any works in this area will also be undertaken with saltmarsh and flood bank management in order to reduce disturbance to golden plover and lapwing populations.

Planned works for Area 1

Access and interpretation

- *Alternative car parking provision*- In order to mitigate for the visitor access impacts from the planned construction works for the River Humber Gas Pipeline Project an alternative car parking provision is proposed between St Andrew's Church and the equestrian centre. This would provide benefits for the local Parish and mitigate for visitor noise disturbance to SPA bird populations by deflecting visitor pressure away from the sensitive ecological areas of Paull Holme Sands. Parking in this area also addresses access issues as the proposed car park is at the same level as the site flood banks. The area would also provide a location for additional habitat enhancement through grassland and scrub creation (see below) and also enable the River Humber Gas Pipeline project Applicant to utilise the existing car park during the construction period of the project.
- *Creation of short circular route*- this will be from Paull village to PHS and back via the East Riding car park, alongside PHS to the new car park (See above) and back alongside St Andrew's Church. Such works will require path surfacing, signage and access furniture.
- *Improvement of existing brown sign provision* – this will ensure that visitor access is maintained and reduce ecological disturbance by controlling visitor movements to less sensitive areas.
- *Installation of 2 new wildlife interpretation boards* – this will encourage informed visitor access, increase ecological understanding of the site and ensure visitors are aware of the ecological sensitivities of the reserve.
- *Provision of picnic tables* – these will be adjacent to the existing and proposed car parks and will create family and play areas.
- *Small interpretive way marker posts* – these will be installed along the proposed circular route and will feature habitats and species that can be seen at the reserve.
- *A seating area with a wind baffle*- this will be in the lighthouse area and will provide shelter to visitors. The seating area will reduce visual disturbance to roosting waders in addition to providing a ship watching viewpoint.
- *Cycle rack within the existing and proposed parking areas.*
- *Additional seating at intervals along the top of the flood bank.*
- *Improved piped water main provision*

Habitat enhancement – water voles

- *Ditch management*- this will provide enhanced habitat for water voles and mitigate for any habitat fragmentation and displacement impacts that may arise as result of the proposed construction of the gas pipeline.
- *Habitat creation along the existing car park pond edge* – this aims to increase the wetland vegetation and provide additional screening in order to reduce disturbance.

Habitat enhancement – general

- *Creation of a sand martin bank overlooking pond*
- *Provision of a swift tower in the car park*- this aims to start swift nesting colony and visitor interest.

- *Creation of wildflower grassland and open scrub of value to invertebrates and reptiles-* the provision of alternative parking will also enable the creation of new habitat in the location of the existing car park.
- *Creation of 3 ponds and scrapes* – this will be in the existing saltmarsh inland of the lighthouses.

Area 2

This area includes the area from the existing car park to the pump station point, which includes the original isolated flood bank. The area of saltmarsh between the banks has been fenced to permit sheep grazing of this area together with the original flood bank, however further improvements are required. It is intended that stock will also graze the small ephemeral pool and scrub area in order to meet the ecological management aims of the area. Initial cutting and then grazing of the old outer flood bank will also lead to the development of an all tide wader roost.

Habitat management –

- *Installation of 1km of fencing and gates* – this will allow conservation grazing and manage disturbance by visitors and dogs to ecologically sensitive areas.
- *Improved access for conservation grazing.*
- Ditch management to provide enhanced habitat for water voles (same as Area 1)
- Improved piped water provision for grazing stock.

Access and interpretation-

- *Installation of 1 new wildlife interpretation board* - this will encourage informed visitor access, increase ecological understanding of the site and ensure visitors are aware of the ecological sensitivities of the reserve.
- Additional seating at intervals along bank top.

Area 3

Area 3 comprises of the most south eastern section of the reserve from the pump station to the exit at the public footpath point at Cherry Cobb, which includes the current bird hide. This area will be fully grazed with no additional fences. The aim of the conservation grazing is to reduce the succession of the saltmarsh in addition to providing roost sites for waders.

Habitat management-

- Installation of 2km of fencing – this will enable conservation grazing to be undertaken and manage disturbance caused by visitors and dogs to ecologically sensitive areas.
- *Ditch management-* this will provide enhanced habitat for water voles and mitigate for any habitat fragmentation and displacement impacts that may arise as result of the proposed construction of the gas pipeline.

Access and interpretation-

- *Installation of 1 new wildlife interpretation board* - this will encourage informed visitor access, increase ecological understanding of the site and ensure visitors are aware of the ecological sensitivities of the reserve.
- Additional seating at intervals along bank top