

**Application by National Grid Limited for a Development Consent Order for the proposed River
Humber Gas Pipeline Replacement Project**

Local Impact Report

Produced by North Lincolnshire Council

Planning Inspectorate Reference EN060004

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Section 1: Introduction

- 1.1 The proposal is defined by the Planning Act 2008 as a 'Nationally Significant Infrastructure Project' (NSIP). Consequently, the application is for a Development Consent Order (DCO) and is made to the Planning Inspectorate on behalf of the Secretary of State. The application will be heard at a series of inquiry meetings dealing either with specific issues or referred to as 'open floor' meetings.
- 1.2 If approval is granted it will be in the form of a Development Consent Order, a form of a statutory instrument conferring various rights upon the applicant. It also contains a section dealing with 'requirements' that are attached in the same way as conditions are attached to a conventional planning permission. The conditions would be enforced by the Relevant Planning Authority.
- 1.3 As part of the procedures set out in the 2008 Act Local Planning Authorities are encouraged to submit a 'Local Impact Report' (LIR). This report has been prepared on behalf of North Lincolnshire Council, being the Local Authority within which part of the application site lies. The report is in accordance with the advice and requirements set out in the Planning Act 2008 and Advice Note One: Local Impact Reports issued by the Planning Inspectorate.
- 1.4 The LIR advice note states that the sole definition of a Local Impact Report (LIR) given in Section 60(3) of the Act is a 'Report in writing giving details of the likely impact of the proposed development on the authority's area (or any part of that area)'. The content of the Local Impact Report (LIR) is a matter for the local authority concerned as long as it falls within this statutory definition.
- 1.5 The advice note provides guidance on the topics which may be of assistance, however Local Authorities are advised to cover any topics they consider relevant to the impact of the proposed development on their area.
- 1.6 The Local Impact Report has therefore been written so as to incorporate the topic areas suggested in the Advice Note, and the proposed requirements submitted with the application for Development Control Order. It should be noted that the report focuses predominantly on the Local Impacts within the North Lincolnshire Council administrative area, which arise from the project. The impacts of the remainder of the project will be covered within the Local Impact Report by East Riding of Yorkshire Council given that part of the development is located within their administrative area (Paull).

Section 2: The Project

- 2.1 The project proposes the construction of a replacement gas pipeline under the Humber Estuary and includes 6 km of pipeline of up to 1050mm diameter from Goxhill Road AGI to Paull AGI consisting of:
 - Approximately 5.03 km of concrete lined tunnel under the Humber Estuary (minimum diameter of 3.65 metre and a maximum diameter of 4 metres)
 - Approximately 120 metre pipeline onshore at Goxhill and 400 metres at Paull for connections to each AGI.

- Cathodic Protection facilities at either end of the pipeline.
- Connection works to AGI's.
- Two construction compounds one each side of the River at Goxhill and Paull.
- Associated works including permanent and temporary accesses and drainage works.

Section 3: Construction

- 3.1 The construction period for the entire project is estimated to be 35 months and is anticipated between 2016 and 2019. The pipeline operational life is 40 years and the design life is 100 years.
- 3.2 The main construction activity is proposed to take place from the Goxhill site including the launching of the tunnel boring machine with the spoil from the tunnelling proposed to be stored at the Goxhill site. The Goxhill compound site would include temporary construction areas including:
- Site establishment, administration and welfare compound
 - tunnelling compound
 - pipe storage and stringing site
 - Stopple and bypass at existing crossing
 - Spoil management area
 - Temporary access works and passing place
 - surface water and dewatering management area
- 3.3 The pipeline is located at such a depth to give cover of not less than 7 metres from the true bed of the watercourse. The onshore element of the pipeline is to be laid to a contour at a depth of cover of not less than 2 metres.

Section 4: Site Description and Surroundings

- 4.1 The proposed replacement pipeline would run between the existing Goxhill AGI on the south bank of the Humber Estuary (North Lincolnshire) to the Paull AGI on the north bank (East Riding of Yorkshire). The scheme therefore is located adjacent to and runs beneath the Humber Estuary which is designated a Special Area of Conservation, Special Protection Area, Ramsar Site and Site of Special Scientific Interest.
- 4.2 The predominant land use is open arable agricultural land with sporadic residential and farmsteads. The nearest settlement to the application site boundary is Goxhill that lies approximately 1.7km to the south east. The existing Goxhill AGI is located within the order limits in a corner of an agricultural field bound by an access track. Public Right of Way (PROW) 50 runs along the flood embankment bordering the Humber Estuary.
- 4.3 The Nearest residential receptors are East Marsh Farm, Lynton Stud, Fir Tree Farm, Spring Farm, & Marshland Cottages. Chapel Farm Stable and Granary a Listed Building is located to the south with Goxhill Hall also a Listed Building and the associated Goxhill Moated Site located on Soff Lane adjacent to the proposed construction route. East Halton Beck is located to the east of the order limits.

Section 5: Planning History

- 5.1 The site history for the land included within the Development Consent Order limits within North Lincolnshire Council administrative boundary is set out below:
- Application Reference PA2010/1295 Planning Permission to erect fencing, eight CCTV cameras/lighting columns, instrument kiosk and temporary construction compound submitted by National Grid refused 04/01/2011
 - Application Reference PA/2011/0146 Planning Permission to erect an instrument submitted by National Grid and granted with conditions 11/03/2011.
- 5.2 Given the nature of the applications it is not considered that there would be any issues arising from these planning permissions which would impact on the proposals. In addition it should be noted that there are no relevant development proposals under consideration that would have impacts on the submitted Development Consent Order.
- 5.3 It should also be noted that paragraph 3.1.2 of the Relevant Planning History section of the submitted Planning Statement document 7.1 sets out the planning history for the whole application boundary.

Section 6: Planning Policy

- 6.1 As an NSIP the proposal falls to be considered under policies set out in National Policy Statements (NPS) and in particular in EN-1 Overarching NPS for Energy.
- 6.2 The document is generally supportive of new infrastructure to meet a national need. EN-1 sets out generic assessment principles and impacts for consideration in determining any energy project. The assessment principles include good design, assessment of alternatives and climate change adaptation. Impacts relate to topics such as biodiversity, flood risk, landscape and views.
- 6.3 Although the main framework for assessing the proposals is provided by the NPS', other documents are capable of being a material consideration. Such documents can include the NPPF and relevant Development Plan Policies.

National Policy Statements

NPS – EN1 Overarching National Policy Statement for Energy.

NPS – EN4 National Policy Statement Gas Supply Infrastructure and Gas & Oil Pipelines.

National Planning Policy Framework (NPPF)

- 6.4 On the 27th March 2012 the Government published the National Planning Policy Framework (NPPF). The NPPF replaced the suite of Planning Policy Statements (PPS's) and Planning Policy Guidance Notes (PPG's) and now, along with the guidance in the Technical Guidance Note and Policy for Traveller Sites, provides the national guidance on planning.

- 6.5 The NPPF introduces, in paragraph 14, a presumption in favour of sustainable development. Paragraph 14 of the NPPF states "At the heart of the National Planning Policy Framework is a presumption in favour of sustainable development, which should be seen as a golden thread running through both plan-making and decision-taking".
- 6.6 The NPPF and the accompanying PPG provides guidance on wide variety of planning issues the following report is made in light of the guidance of the NPPF.

Relevant Development Plan Policies

- 6.7 Section 38(6) of the Planning and Compulsory Purchase Act 2004 states "if regard is to be had to the development plan for the purpose of any determination to be made under the planning Acts the determination must be made in accordance with the plan unless material considerations indicate otherwise". The development plan for North Lincolnshire Council comprises the North Lincolnshire Core Strategy (adopted 2011) and those policies in the North Lincolnshire Local Plan (adopted 2003) which were saved by the direction of the Secretary of State and which have not been superseded by the Core Strategy.
- 6.8 It is acknowledged that Table 7.1 of the submitted Planning Statement document 7.1 sets out the relevant Development Plan Policies for this project in the North Lincolnshire administrative area.

Section 7: Impacts: Landscape and Visual

- 7.1 Chapter 9 of the EIA considers the effect of the project on Landscape and Visual Amenity. Paragraphs 4.6.5 to 4.6.8 of the non-technical summary outlines the environmental design features. These features include the retention and protection of the majority of field boundary hedges, 3m high topsoil bunds, and perimeter fencing at the tunnel and stopple pit working area. These measures aim to screen construction activities.
- 7.2 Lighting from the compounds and tunnelling working area has been designed to minimise spill. Once construction works have been completed the land within the order limits would be reinstated. The non-technical summary concludes that taking account of the above there would be no significant effects to landscape and visual amenity. It is therefore considered that the proposed development will primarily have a localised visual impact and any impact will be over a temporary period of time.

Section 8: Impacts: Highways and Transportation

- 8.1 Chapter 12 of the EIA considers the effect of the project on Traffic and Transport. Paragraph 4.9.4 of the non-technical summary outlines the environmental design features. These features include one way traffic route around Goxhill, temporary haul road to provide a diversion of Churchside/Soff Lane junction, and a series of traffic management measures such as temporary signing, localised widening and improvement to passing places. The non-technical summary concludes that there would be negligible effects on congestion and delay to drivers where traffic management measures are provided, negligible/moderate adverse effects on pedestrian amenity and severance, equestrians and cyclists along construction

routes and negligible/minor adverse on road safety of road users where there are carriageway restrictions.

- 8.2 The applicant has undertaken a comprehensive assessment of the likely impact of construction phase of the project on the highway network. It is acknowledged that the operational phase will have minimal impact on the highway network. The Traffic Management Plan outlines the measures to manage the effects of construction traffic on the highway network.
- 8.3 Temporary site accesses to the site are proposed at Chapel Field Road and East Marsh Road. Table 4.1 of the Transport Assessment document 7.2 summarises the Local Highway Network where the speed limits are up to 60 mph on rural roads and 30 mph when entering villages. Ferry Road north of North End, East Marsh Road and Chapel Field Road south of Field House are narrow single carriageway with two-way traffic.
- 8.4 Goxhill Parish Council, Ward Councillors, and residents have made representations on this matter however traffic management is a particular concern in the local area with regard to the route of construction traffic when considered in the context of Goxhill village with associated parked cars and pedestrian usage, Soft Lane Church Side junction and the surrounding single lane two way traffic carriageways to the north (Ferry Road, East Marsh Road and Chapel Field Road).
- 8.5 Alternatives have been suggested in terms of the:
- proposed temporary works including passing places being retained permanently and:
 - the construction of a permanent bypass road either by making the proposed Churchside/Soff Lane junction diversion permanent or implementing a new long bypass and adopting either option as a two way route so that the Ferry Road route would not be needed at all.
- 8.6 National Grid have agreed that the permanent retention of the passing places within the highway boundary would be of benefit to the local community and that this may be achievable within the parameters of the Scheme subject to consultation with adjacent landowners. The latest Statement of Common Ground states that 'National Grid Gas will investigate further the possibility of constructing some or all passing places on Ferry Road and East Marsh Road to permanent adoptable standards.'
- 8.7 In this Statement of Common Ground National Grid have also outlined that there are two main obstacles to permanent installation of the temporary Soff Lane Diversion namely technical feasibility and land rights. National Grid suggest that the compulsory purchase tests are unlikely to be satisfied as only temporary works are needed to alleviate the impacts of the Scheme and permanent acquisition of land for a new bypass would be disproportionate to the impact of the works. National Grid Gas will nevertheless enquire whether the affected landowners would be likely to agree to permanent acquisition of this land.

- 8.8 Nevertheless it is still a local desire to alleviate as much as possible, the impacts of construction traffic on the users of the local highway network. It is therefore imperative that this matter is resolved. The Local Planning Authority's preference is for a permanent access road to bypass the pinch point in the village and provide a permanent beneficial legacy for the residents of Goxhill. It is acknowledged that these permanent works would require additional work to the submitted DCO and Environmental Impact Assessment.

Section 9: Impacts: Public Rights of Way

- 9.1 Chapter 11 of the EIA considers the effect of the project on Socio-Economics and Land Use including the effect on PROW's. Footpath 50 which runs along the flood defence embankment would remain open throughout construction and therefore the project would have no disruption to users in terms of closures and/or diversion. The other footpaths 72 and 73 on the Goxhill side would also be undisturbed by the construction works. However there is likely to be a temporary loss of amenity for users due to proximity of works resulting in temporary minor negative effects with users experiencing this impact for a short duration. Once operational there will be no effect on the PROW's.

Section 10: Impacts: Noise and Vibration

- 10.1 Chapter 10 of the EIA considers the effect of the project on Noise and Vibration. Paragraph 4.7.5 of the non-technical summary outlines the environmental design features including 3 metre high topsoil bunds, close boarded fencing, restriction on HGV movements associated with the transportation of spoil and best practice working practices. The non-technical summary concludes that following the implementation of these measures the noise levels at identified receptors are considered to be not significant.
- 10.2 The applicant's approach to the assessment of baseline noise levels including noise monitoring locations and the list of potentially affected receptors at Goxhill is appropriate for the assessment. The measures described in the initial CEMP, along with the measures described in section 10.7 of the Environmental Statement, provide an appropriate outline from which to plan detailed measures for the management of noise emissions.
- 10.3 For predicted impacts and mitigation strategies North Lincolnshire Council recommends that in addition to considering noise criteria based on the 12h LAeq, the applicant should also consider criteria for the control of noise based on LAeq over shorter time periods for activities that have high noise levels over short time periods, and L_{Amax} for impact noise where appropriate.
- 10.4 The applicant's response shown in the latest draft SoCG refers to the prediction of L_{Amax} and short-term LAeq levels, rather than to the setting of acceptable noise criteria. North Lincolnshire Council is not asking the applicant to provide predictions of these at this stage. It is possible to set criteria for these using British Standards and WHO guidelines so as to protect residential amenity. For example, their proposals include both piling and night-time working - it is not unreasonable to consider that noise limit criteria and mitigation should include consideration of established L_{Amax} levels that are known to have significant adverse impacts.

Section 11: Impacts: Air Quality

- 11.1 Chapter 5 of the EIA considers the effect of the project on Air Quality. Paragraphs 4.2.5 of the non-technical summary outlines the environmental design features. The non-technical summary concludes that construction activities have the potential to generate dust emissions with the potential to affect human and ecological receptors however compliance with the initial Construction Environmental Management Plan would ensure no significant air quality effects.
- 11.2 It is acknowledged that the applicant has provided a comprehensive Air Quality Impact Assessment and Dust Risk Assessment. The air quality in the area will not be adversely affected by construction or vehicular movements. It is also acknowledged that the dust impacts in tables 5.6 and 5.7 of the Dust Risk Assessment will be adequately mitigated by the measures listed in Table 5.10 provided they are strictly adhered to.

Section 12: Impacts: Ecology

- 12.1 Chapter 7 of the EIA considers the effect of the project on Ecology and Nature Conservation. Paragraphs 4.4.5 of the non-technical summary outlines the environmental design features with mitigation and monitoring commitments included within the initial Construction Environmental Management Plan. The non-technical summary concludes that there would not be a significant effect on the three identified Key Ecological Receptors.
- 12.2 The Ecology chapter reveals that the approach taken is much as recommended in Natural England's standing advice. It is noted that appropriate habitat surveys and standard methods species surveys have been carried out. Potential impacts on protected and priority species appear to have been identified as appropriate. Appropriate mitigation measures are proposed and set out in the initial Construction Environmental Management Plan (CEMP). The Council broadly supports the approach taken to the enhancement of hedgerows. Trees and hedgerow plants may be sourced from areas south of the local seed zone (Seed zone 402), to allow for climate change. Trees and hedgerow plants used should be locally native species, to be agreed with the Council. This will be secured by the text of requirement 12, combined with the Initial Construction Environmental Management Plan and the Environmental Mitigation Commitments Document.
- 12.3 At the Goxhill site, potential impacts appear to be limited to temporary disturbance and displacement of SPA water birds feeding and/or roosting in inland fields. With the above documents in place, the Council considers the overall effect to be neutral or minor positive. However as Competent Authority, the Planning Inspectorate will need to determine whether or not the project will have a likely significant effect on the Humber Estuary SAC, SPA or Ramsar site, either alone or in combination with other plans or projects.

Section 13: Impacts: Historic Environment

- 13.1 Chapter 6 of the EIA considers the effect of the project on Cultural Heritage. Paragraph 4.3.5 of the non-technical summary outlines the environmental design features. The non-technical summary concludes that with the environmental design measures in place the

overall residual effect would be slight adverse with the exception of the Roman settlement activity and Second World War defences which would be moderate adverse effects.

- 13.2 The applicant has been advised that the staged programme of archaeological field evaluation needed to inform the EIA should comprise field walking, auger and geophysical survey, as appropriate, followed by trial trenching to confirm results and determine the nature, extent and significance of any archaeological remains, together with an assessment of the setting of designated heritage assets likely to be impacted by the development, including Thornton Abbey.
- 13.3 The preliminary stages of the field evaluation have been satisfactorily carried out, comprising the archaeological monitoring of geotechnical boreholes and trial pits and a geophysical survey. The HER agreed the methodology for these surveys. At the time of writing the trial trenching is underway but the results are not yet reported on, thus the methods used to obtain baseline information and inform the assessment are incomplete.
- 13.4 The significance or value of heritage assets potentially affected by the development is tabulated in the ES (Table 6-12), however until the trial trench evaluation, which is currently underway, is reported on, the significance of the heritage assets at the Goxhill site and the Soff Lane Diversion cannot be adequately assessed. Once the trial trench evaluation is complete, the significance of the archaeological heritage assets can be confirmed and appropriate mitigation considered; any residual effects can then be identified. In the event that trial trenching indicates that remains of national significance would be harmed by the development, mitigation to conserve that significance may require in situ preservation, avoiding any damage to remains and potentially could require localized redesign of the site layout.
- 13.5 It is noted in the ES that the exact form of the mitigation will be finalised following the completion of the trial trench evaluation, but would likely include discrete areas of open excavation (6.7.3). An archaeological watching brief would be maintained across all other areas of the Goxhill site where soil stripping would take place to allow for any as yet unknown archaeological remains to be identified and recorded (6.7.4). The HER agrees in principle that these suggested measures are likely to be appropriate for both the Goxhill and potentially the Soff Lane sites, however, we also require the details of methodology and extent of open area excavations before being able to assess whether the impacts will be satisfactorily mitigated.
- 13.6 A detailed Written Scheme of Investigation (WSI) should therefore be prepared and submitted for consideration by the ExA; it is important that the local authority is satisfied with the proposed treatment of the archaeological remains that are within our remit prior to agreeing that the impacts identified in the ES and by the current evaluation can and will be adequately mitigated.
- 13.7 With regard to the impact of the development on the significance of the built heritage assets, and the contribution made by their settings, we note that Goxhill Medieval Hall, a Grade I Listed Building situated within the Scheduled Monument of Goxhill Moated Site adjacent to the 17th century house known as Goxhill Hall (listed Grade II*) has not been

assessed. These three designated heritage assets share a setting and the contribution that this shared setting makes to the significance of each of the individual assets needs to be further assessed in the context of the Soff Lane Diversion.

- 13.8 The medieval chamber block is a first floor hall with undercroft, designed to reflect the status of the landholder and impress the visitor. The hall has windows to the first floor east elevation that were designed to afford views across the landscape where the Soff Lane Diversion is proposed. The assessment will need to establish whether there is any visibility with the proposed road from this upper level; a photographic visualisation from this view would be useful to enable the council to assess any impact.
- 13.9 Until the trial trenching on both the Goxhill site and Soff Lane Diversion is completed, there is insufficient information to agree the mitigation proposals. In the event that trial trenching indicates that remains of national significance would be harmed by the development, mitigation to conserve that significance may require in situ preservation, avoiding any damage to remains and may thus require redesign of the site layout.
- 13.10 There is insufficient information in the ES chapter of the Soff Lane Diversion and its potential impacts on heritage assets to inform the assessment and any appropriate mitigation. Upstanding ridge and furrow should be reinstated where removed by construction impact.

Section 14: Conclusion

- 14.1 The most significant impacts from the River Humber Gas Pipeline Replacement Project on the North Lincolnshire Council area are the construction impacts on the users of the local highway network, noise impacts, and those associated with Cultural Heritage.
- 14.2 In respect of the impacts of construction traffic on the users of the local highway network it is therefore imperative that this matter is resolved. The Local Planning Authority's preference is for a permanent access road to bypass the pinch point in the village and provide a permanent beneficial legacy for the residents of Goxhill. It is acknowledged that these permanent works would require additional work to the submitted DCO and Environmental Impact Assessment.
- 14.3 For predicted impacts and mitigation strategies it is recommended that in addition to considering noise criteria based on the 12h LAeq, the applicant should also consider criteria for the control of noise based on LAeq over shorter time periods for activities that have high noise levels over short time periods, and LAmx for impact noise where appropriate.
- 14.4 In respect of Cultural Heritage at the present time, there is insufficient information available to agree the values of the heritage assets prior to the completion of trial trenching, or the direct and indirect impacts of construction work, in particular of the Soff Lane Diversion. Goxhill Medieval Hall, Grade I listed, is not assessed.
- 14.5 This document should be read in conjunction with the separate Statements of Common Ground between the Applicant and the Local Authority.