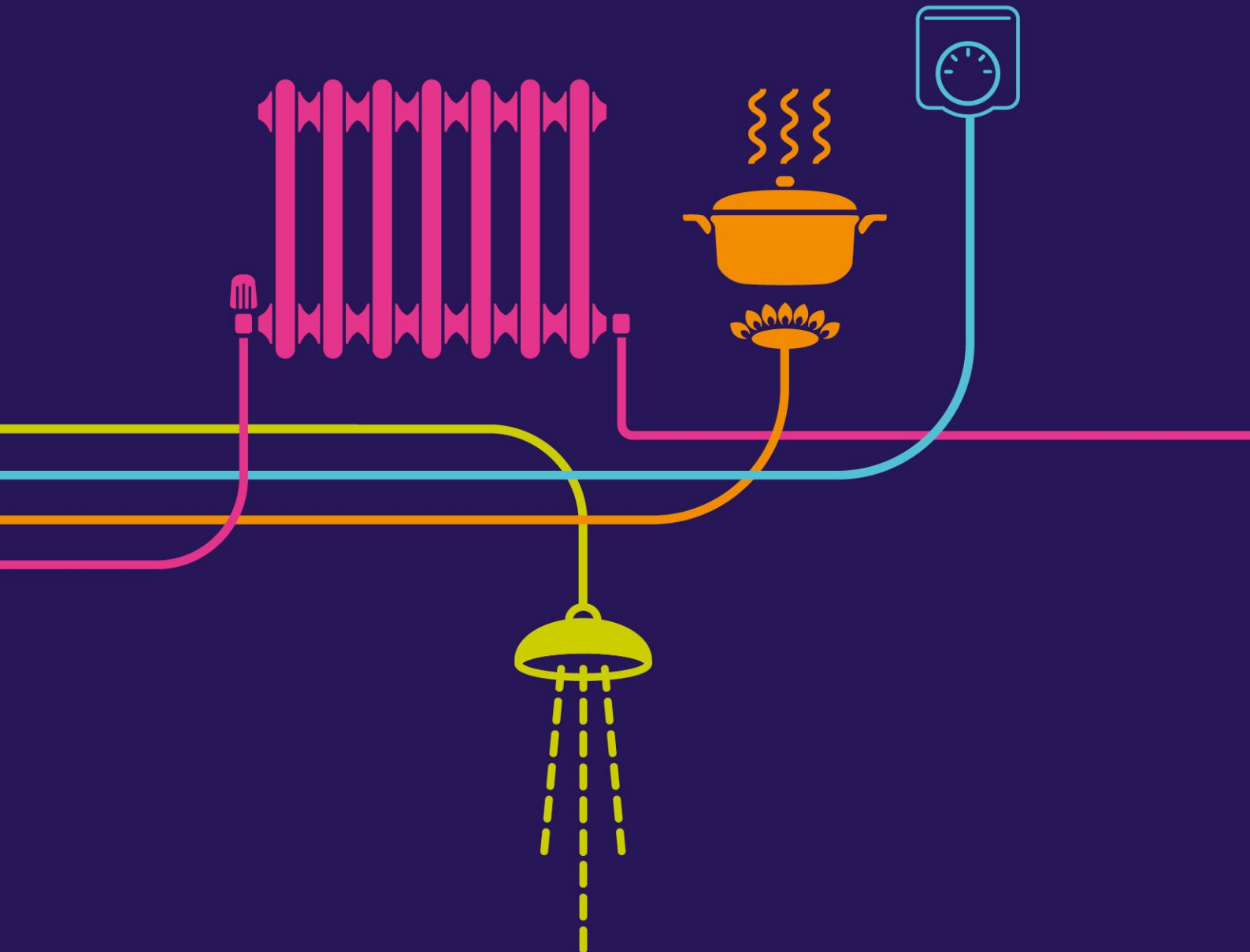


ES Errata and Amendments Document

River Humber Gas Pipeline Replacement Project





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Table 1-1	Schedule of Additional Documents submitted to PINS Post-DCO Submission and during Examination
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None	

DCO Documents Referenced

DCO Document Reference	Title of Document
5.2.1	Flood Risk Assessment Addendum
5.4	Habitats Regulations Assessment
5.4.1	HRA Screening Matrix (updates Appendix 3 of Habitats Regulations Assessment)
6.8.2	Desktop Search
6.8.3.1	Appendix 8.3 Addendum - Phase I Test Results and Factual Report Volume 1
6.8.3.2	Appendix 8.3 Addendum - Phase I Test Results and Factual Report Volume 2
6.8.3.3	Appendix 8.3 Addendum - Phase I Test Results and Factual Report Volume 3
6.8.3.4	Appendix 8.3 Addendum - Phase I Test Results and Factual Report Volume 4
6.8.3.5	Appendix 8.3 Addendum - Phase I Test Results and Factual Report Volume 5
6.8.3.6	Appendix 8.3 Addendum - Phase I Test Results and Factual Report Volume 6
6.8.3.7	Appendix 8.3 Addendum - Phase I Test Results and Factual Report Volume 7
6.8.3.8	Appendix 8.3 Addendum - Phase I Test Results and Factual Report Volume 8
6.8.3.9	Appendix 8.3 Addendum - Phase I Test Results and Factual Report Volume 9

DCO Document Reference	Title of Document
6.8.3.10	Appendix 8.3 Addendum - Phase I Test Results and Factual Report Volume 10
6.13.3.1	Appendix 13.3 Addendum - Mini-Pumping Test Results and Factual Report
6.13.3.2	Appendix 13.3 Addendum Report to Hydrogeological Impact Assessment
6.8.3.11	Appendix 8.3 Addendum - Phase II Test Results and Factual Report
6.10	Chapter 10: Noise and Vibration
6.12	Chapter 12: Traffic and Transport
7.2	Transport Assessment
7.2.1A	Initial Traffic Management Plan
7.3A	Initial Construction Environmental Management Plan
7.7B	Environmental Mitigation Commitments Document

Abbreviations

CEMP	Construction Environmental Management Plan
DCO	Development Consent Order
ES	Environmental Statement
HRA	Habitats Regulations Assessment
RSPB	Royal Society for the Protection of Birds
SoCG	Statement of Common Ground
PINS	Planning Inspectorate
PRoW	Public Rights of Way
TMP	Traffic Management Plan

1 ENVIRONMENTAL STATEMENT ERRATA AND AMENDMENTS

1.1 Introduction

- 1.1.1 This document has been prepared to detail errata and amendments (including updates) in the Environmental Statement (ES) (DCO Document Reference Volume 6) for the River Humber Gas Pipeline Replacement Project, which was submitted as part of the Development Consent Order (DCO) application in April 2015 and to the Initial Construction Environmental Management Plan (DCO Document Reference 7.3) and Habitats Regulations Assessment (HRA) (DCO Document Reference 5.4) also submitted to PINS in April 2015.
- 1.1.2 It is intended that during the Examination, further points of clarification / amendments which arise through (but not limited to) the Written Questions, Written Representations and the Issue Specific Hearings will be added to this document which would remain live throughout. It will be submitted at each of the prescribed Deadlines as set out by PINS.
- 1.1.3 It will also detail any errors and omissions within the ES which have been identified throughout the Examination and provide corrections as necessary.

1.2 Timeline of Further Submissions to PINS

- 1.2.1 Since the submission of the ES and associated documents to PINS in April 2015, National Grid Gas has prepared a number of addendums / updates. These documents have been submitted to PINS throughout the Examination process at the prescribed Deadlines and are detailed at Table 1-1 below. Where new documents would result in amendments to the original, details are set out in Table 1-2. In addition, Table 1-2 also outlines a list of errata.

Table 1-1 Schedule of Additional Documents submitted to PINS Post-DCO Submission and during Examination

DCO Document Reference Number	Document	Relationship to Original Document	Status
Deadline 1 – 23 September 2015			
5.2.1	Flood Risk Assessment Addendum	Supplementary	Active
5.4.1	HRA Screening Matrix (updates Appendix 3 of the Habitats Regulations Assessment)	Replacement	Active
7.7A	Environmental Mitigation Commitments Document	Replacement	Replaced

DCO Document Reference Number	Document	Relationship to Original Document	Status
		<p>For Deadline 1 this document has been reviewed and updated to reflect the order of commitments in the Initial Construction Environmental Management Plan (CEMP) (DCO Document Reference 7.3). However, in line with the first written questions and requests for information issued on 14 September 2015 the Initial CEMP and the Mitigation Commitments Document will be updated and submitted again for Deadline 3.</p>	
Deadline 2 – 12 October 2015			
6.8.3.1	Appendix 8.3 Addendum - Phase I Test Results and Factual Report Volume 1	Supplementary	Active
6.8.3.2	Appendix 8.3 Addendum - Phase I Test Results and Factual Report Volume 2	Supplementary	Active
6.8.3.3	Appendix 8.3 Addendum - Phase I Test Results and Factual Report Volume 3	Supplementary	Active
6.8.3.4	Appendix 8.3 Addendum - Phase I Test Results and Factual Report Volume 4	Supplementary	Active
6.8.3.5	Appendix 8.3 Addendum - Phase I Test Results and Factual Report Volume 5	Supplementary	Active
6.8.3.6	Appendix 8.3 Addendum - Phase I Test Results and Factual Report Volume 6	Supplementary	Active
6.8.3.7	Appendix 8.3 Addendum - Phase I Test Results and Factual Report Volume 7	Supplementary	Active

DCO Document Reference Number	Document	Relationship to Original Document	Status
6.8.3.8	Appendix 8.3 Addendum - Phase I Test Results and Factual Report Volume 8	Supplementary	Active
6.8.3.9	Appendix 8.3 Addendum - Phase I Test Results and Factual Report Volume 9	Supplementary	Active
6.8.3.10	Appendix 8.3 Addendum - Phase I Test Results and Factual Report Volume 10	Supplementary	Active
6.13.3.1	Appendix 13.3 Addendum - Mini-Pumping Test Results and Factual Report	Supplementary	Active
6.13.3.2	Appendix 13.3 Addendum Report to Hydrogeological Impact Assessment	Supplementary	Active
Deadline 3 – 2 November 2015			
6.8.3.11	Appendix 8.3 Addendum - Phase II Test Results and Factual Report	Supplementary	Active
7.2.1A	Initial Traffic Management Plan	Replacement	Active
7.3A	Initial Construction Environmental Management Plan	Replacement	Active
7.7B	Environmental Mitigation Commitments Document	Replacement to provide an update on commitments added to the Initial CEMP and Traffic Management Plan (TMP), to reflect responses to written questions and ongoing discussions as part of agreeing Statements of Common Ground (SoCGs).	Active

Table 1-2 Schedule of Errata and Amendments

DCO Document Reference	Amendment Required	Reason
6.8.2 - Desk Study Report	The desktop search figures (Sheet 1 of 5, 2 of 5, 3 of 5, 4 of 5 and 5 of 5) in Appendix 8.2: Desk Study – all references to National Grid ‘abandoned pipelines’ to be replaced with ‘decommissioned pipelines’.	General clarification
6.10 – Noise and Vibration	Table 10-4 (refer to Appendix A)	To correct errors presented in the Environmental Statement. <i>NB this would not change the original assessment.</i>
	<p>10.7.8 During the construction phase it is recommended that noise monitoring is undertaken at Fir Tree Farm at Goxhill and Lakes Farm <u>and the Lodge</u> at Paull to ensure that the mitigation measures suggested are working effectively. This would be undertaken at least one day a month throughout the construction period. These monitoring locations are the nearest to the main construction sites and would be the worst case affected receptors.</p> <p>10.7.9 During the night time works noise levels would be monitored continuously throughout the night at Fir Tree Farm, <u>the Lodge</u> and Marshlands. Monitoring would be undertake initially for the first 21 days to ensure mitigation measures are being implemented and then reported on a monthly basis. This regime would be agreed with the relevant Environmental Health Officer prior to works commencing.</p>	To increase the scope of noise monitoring to include the Lodge at Paull. This reflects a response to a written representation.
6.12 – Traffic and Transport	Tables 12-15, Table 12-24, Table 12-32, Table 12-33 and Table 12-34 (refer to Appendix B)	To correct errors presented in the Environmental Statement.
	Table 12-13 Traffic and Transport Assessment - Summary of Bus Services near Paull Site	To correct errors / update the Environmental Statement. <i>NB this would not change the original assessment.</i>

DCO Document Reference	Amendment Required			Reason																											
	<table border="1"> <thead> <tr> <th data-bbox="499 320 633 392">Bus Service</th> <th data-bbox="651 320 1070 360">Route</th> <th data-bbox="1081 320 1352 360">Frequency</th> </tr> </thead> <tbody> <tr> <td data-bbox="499 405 633 560">3S5</td> <td data-bbox="651 405 1070 560">School Bus: Paull to South Holderness Technology College Hull – Willerby Square</td> <td data-bbox="1081 405 1352 560">Two trips a day One an hour</td> </tr> <tr> <td data-bbox="499 564 633 679">2SA</td> <td data-bbox="651 564 1070 679">School Bus: Burstwick to South Holderness Technology College</td> <td data-bbox="1081 564 1352 679">Two trips a day</td> </tr> <tr> <td data-bbox="499 684 633 839">2SB</td> <td data-bbox="651 684 1070 839">School Bus: Lelley Croft Whites Close Lane to South Holderness Technology College</td> <td data-bbox="1081 684 1352 839">Two trips a day</td> </tr> <tr> <td data-bbox="499 844 633 959">10S</td> <td data-bbox="651 844 1070 959">School Bus: Elstronwick to South Holderness Technology College</td> <td data-bbox="1081 844 1352 959">Two trips a day</td> </tr> <tr> <td data-bbox="499 963 633 1078">11SA/B</td> <td data-bbox="651 963 1070 1078">School Bus: Thorngumbald to South Holderness Technology College</td> <td data-bbox="1081 963 1352 1078">Two trips a day</td> </tr> <tr> <td data-bbox="499 1083 633 1158">75</td> <td data-bbox="651 1083 1070 1158">Hull - Withernsea via Burstwick Brunswick</td> <td data-bbox="1081 1083 1352 1158">One an hour</td> </tr> <tr> <td data-bbox="499 1163 633 1238">76</td> <td data-bbox="651 1163 1070 1238">Hull - Withernsea via Ryehill</td> <td data-bbox="1081 1163 1352 1238">One an hour</td> </tr> <tr> <td data-bbox="499 1243 633 1326">77</td> <td data-bbox="651 1243 1070 1326">Hull - Hedon</td> <td data-bbox="1081 1243 1352 1326">One an hour every two hours</td> </tr> </tbody> </table>	Bus Service	Route	Frequency	3S5	School Bus: Paull to South Holderness Technology College Hull – Willerby Square	Two trips a day One an hour	2SA	School Bus: Burstwick to South Holderness Technology College	Two trips a day	2SB	School Bus: Lelley Croft Whites Close Lane to South Holderness Technology College	Two trips a day	10S	School Bus: Elstronwick to South Holderness Technology College	Two trips a day	11SA/B	School Bus: Thorngumbald to South Holderness Technology College	Two trips a day	75	Hull - Withernsea via Burstwick Brunswick	One an hour	76	Hull - Withernsea via Ryehill	One an hour	77	Hull - Hedon	One an hour every two hours			
Bus Service	Route	Frequency																													
3S5	School Bus: Paull to South Holderness Technology College Hull – Willerby Square	Two trips a day One an hour																													
2SA	School Bus: Burstwick to South Holderness Technology College	Two trips a day																													
2SB	School Bus: Lelley Croft Whites Close Lane to South Holderness Technology College	Two trips a day																													
10S	School Bus: Elstronwick to South Holderness Technology College	Two trips a day																													
11SA/B	School Bus: Thorngumbald to South Holderness Technology College	Two trips a day																													
75	Hull - Withernsea via Burstwick Brunswick	One an hour																													
76	Hull - Withernsea via Ryehill	One an hour																													
77	Hull - Hedon	One an hour every two hours																													

DCO Document Reference	Amendment Required			Reason
	Bus Service	Route	Frequency	
	78	Hull - Hedon	One every two three hours	
	175	Hull - Withernsea	Twice a day	
7.2 – Traffic Assessment	Table 4-10 – See above.			To correct errors / update the Transpot Assessment. <i>NB this would not change the original assessment.</i>

Appendix A

Amendments to Chapter 10: Noise and Vibration

Table 10-4 AAWT Traffic Data and Basic Noise Level with and without Scheme

Road (Refer to Figure 10.3)	18 Hour AAWT (without Scheme)	BNL dB LA10 18 hour	18 Hour AAWT (with Scheme)	BNL dB LA10 18 hour	Difference
Goxhill					
Wold Road	2834	63.6	3054	63.9	+0.3
Wold Road (south of A1077)	2136	62.4	2356	62.8	+0.4
College Road west of Thornton Road	2513	63.1	2733	63.5	+0.4
Ferry Road (south)	1109	59.5	1278	60.2	+0.7
Ferry Road (south of Howes Lane)	3990	65.1	4159	65.3	+0.2
College Road east of Soff Lane	2937 2603	63.83	3091 2758	64.0 63.5	+0.2
Thornton Road	1403 1244	60.60	1572 1413	61.1 60.6	+0.65
Paull					
Paull Road	1749	61.5	1849	61.8	+0.3
Back Road	1229	60.0	1329	60.3	+0.3
Hooks Lane	1277	60.2	1377	60.5	+0.3
Hooks Lane, south of junction with A1033	1303	60.2	1404	60.6	+0.4
A1033 Main Road	10000	69.1	10101	69.1	0
A1033 Main Road north of Hooks Lane junction	8774	68.5	8874	68.6	+0.1
Farbridge Lane west of Paull Road	1976	62.1	2076	62.3	+0.2
Back Road	1202	59.9	1302	60.2	+0.3
A1033 Main Road south of New Road Junction	9456	68.9	9556	68.9	0

Appendix B

Amendments to Chapter: 12 Traffic and Transport

Table 12-15 Traffic and Transport Assessment - Summary of Traffic Flow Data for Paull Site

Road (Ref:Figure12.4)	Baseline 2014 Average Weekday Traffic Flows			
	12 hour flows		18 hour flows	
	Total	HGV	Total	HGV
Paull Road	1464	37	1749	45
Back Road	1017	15	1229	16
Hooks Lane	1092	9	1277	10
Hooks Lane, south of junction with A1033*	1091	31	1303	35
A1033 main road	8308	130	10000	147
A1033 main road north of Hooks Lane junction*	7348	474	8774	5310
Farbridge Lane west of Rose Hill Farm*	651	31	777	35
Rose Hill Farm Private Road*	56	2	67	2112
Farbridge Lane west of Paull Road*	1655	100	1976	112
Back Road*	1007	29	1202	33
A1033 Main Road south of New Road Junction*	7919	346	9456	388
Thorngumbald Road	513	14	590	16

Note: 18 hour flows for roads indicated with a (*) have been generated using the conversion factor.

Table 12-24 Traffic and Transport Assessment – Summary of Effects on Receptors for Goxhill

Road/Receptor (Ref: Figure 12.1)	Pedestrian Severance	Pedestrian Amenity	Public Rights of Ways (PRoWs) and Bridleways	Accidents and Road Safety	Parking and Loading	Driver Delay	Driver Public Transport Delay
B1206 Wold Road	Negligible	Minor adverse Negligible	No PRoWs/bridleways	Negligible	Negligible	Negligible	Negligible
Wold Road (south of A1077)	Negligible	Minor adverse Negligible	No PRoWs/bridleways	Negligible	Negligible	Negligible	Negligible
College Road (west of Thornton Road)	Negligible	Major Moderate Adverse	No PRoWs/bridleways	Negligible/Minor adverse at College Road / Thornton Road junction	Negligible	Negligible	Negligible
Ferry Road (south of Mill Lane)	Negligible Minor Adverse	Major Adverse	Major adverse	Negligible	Negligible	Negligible	Negligible
Ferry Road (south of Howe lane)	Negligible Minor Adverse	Moderate Major Adverse	Moderate Major adverse	Negligible	Negligible	Negligible	Negligible
Ferry Road (north of N End)	Minor adverse	Moderate Adverse	Moderate adverse	Minor adverse	Negligible	Minor adverse	Negligible
Ferry Road (north of Neatgangs)	Major adverse	Major Adverse	No PRoWs/bridleways	Moderate adverse	Negligible	Major adverse	Negligible

Road/Receptor (Ref: Figure 12.1)	Pedestrian Severance	Pedestrian Amenity	Public Rights of Ways (PRoWs) and Bridleways	Accidents and Road Safety	Parking and Loading	Driver Delay	Driver Public Transport Delay
East Marsh Road	Major adverse	Major Adverse	No PRoWs/bridleways but an equestrians present – Moderate Adverse	Moderate adverse	Negligible	Major adverse	Negligible
Chapel Field Road	Major adverse	Major Adverse	Major adverse	Minor adverse	Negligible	Major adverse	Negligible
Churchside	Minor adverse	Major Adverse	Major adverse	Negligible	Negligible	Minor adverse	Negligible
Soff Lane	Negligible	Minor adverse Negligible	No PRoWs/bridleways	Negligible	Negligible	Negligible	Negligible
College Road east of Soff Lane	Negligible	Minor adverse Negligible	No PRoWs/bridleways	Negligible	Negligible	Negligible	Negligible
Thornton Road	Negligible	Major Adverse Minor adverse	No PRoWs/bridleways	Minor adverse	Negligible	Negligible	Negligible

Table 12-32 Traffic and Transport Assessment – Summary of Effects on Receptors at Paull

Road (Ref: Figure 12.2)	Pedestrian Severance	Pedestrian Amenity	PRoWs and Bridleways	Accidents and Road Safety	Parking and Loading	Driver Delay	Driver-Public Transport Delay
Paull Road	Negligible	Moderate Major Adverse	Moderate Major Adverse	Negligible	Negligible	Negligible	Negligible
Farbridge Lane west of Rose Hill Farm	Minor Adverse Negligible	Moderate Major Adverse	No PRoWs/bridle ways	Moderate Minor Adverse	Negligible	Minor adverse	Negligible
Thorngumbald Road	Minor Adverse Negligible	Moderate Major Adverse	Moderate Major Adverse	Negligible	Negligible	Minor adverse	Negligible

12-33 Traffic and Transport Assessment – Summary of Residual Effects on Receptors for Goxhill following Mitigation Measures

Road/Receptor (Ref: Figure 12.1)	Pedestrian Severance	Pedestrian Amenity	PRoWs and Bridleways	Accidents and Road Safety	Parking and Loading	Driver Delay	Public transport Delay
B1206 Wold Road	Negligible	Negligible	No PRoWs/bridleways	Negligible	Negligible	Negligible	Negligible
Wold Road (south of A1077)	Negligible	Negligible	No PRoWs/bridleways	Negligible	Negligible	Negligible	Negligible
College Road (west of Thornton Road)	Negligible	Moderate Adverse Minor Adverse	No PRoWs/bridleways	Negligible at College Road / Thornton Road junction	Negligible	Negligible	Negligible

Road/Receptor (Ref: Figure 12.1)	Pedestrian Severance	Pedestrian Amenity	PRoWs and Bridleways	Accidents and Road Safety	Parking and Loading	Driver Delay	Public transport Delay
Ferry Road (south of Mill Lane)	Negligible Minor Adverse	Moderate Adverse	Moderate adverse	Negligible	Negligible	Negligible	Negligible
Ferry Road (south of Howes lane)	Negligible Minor Adverse	Moderate Minor Adverse	Minor Moderate adverse	Negligible	Negligible	Negligible	Negligible
Ferry Road (north of N End)	Minor adverse	Minor adverse	Minor Moderate adverse	Negligible Minor Adverse	Negligible	Negligible	Negligible
Ferry Road (north of Neatsgangs)	Moderate adverse	Moderate adverse	No PRoWs/bridleways	Minor adverse	Negligible	Moderate adverse	Negligible
East Marsh Road	Moderate adverse	Moderate adverse	No PRoWs/bridleways but equestrians present – Minor adverse	Minor adverse	Negligible	Moderate adverse	Negligible
Chapel Field Road	Moderate adverse	Moderate adverse	Moderate adverse	Negligible Minor Adverse	Negligible	Moderate adverse	Negligible
Churchside	Negligible Minor Adverse	Negligible Moderate Adverse	Minor Adverse Moderate adverse	Negligible	Negligible	Negligible	Negligible
Soff Lane	Negligible	Negligible	No PRoWs/bridleways	Negligible	Negligible	Negligible	Negligible
College Road east of Soff Lane	Negligible	Negligible	No PRoWs/bridleways	Negligible	Negligible	Negligible	Negligible

Road/Receptor (Ref: Figure 12.1)	Pedestrian Severance	Pedestrian Amenity	PRoWs and Bridleways	Accidents and Road Safety	Parking and Loading	Driver Delay	Public transport Delay
Thornton Road	Negligible	Moderate adverse Negligible	No PRoWs/bridleways	Negligible Minor Adverse	Negligible	Negligible	Negligible

Table 12-34 Traffic and Transport Assessment – Summary of Residual Effects on Receptors for Paull following Mitigation Measures

Road/Receptor (Ref: Figure 12.2)	Pedestrian Severance	Pedestrian Amenity	PRoWs and Bridleways	Accidents and Road Safety	Parking and Loading	Driver Delay	Public Transport Delay
Paull Road	Negligible	Moderate Minor Adverse	Moderate Minor Adverse	Negligible	Negligible	Negligible	Negligible
Farbridge Lane west of Rose Hill Farm	Negligible	Moderate Minor Adverse	No PRoWs/bridleways	Negligible	Negligible	Negligible	Negligible
Thorngumbald Road	Negligible Minor Adverse	Moderate Minor Adverse	Moderate Adverse	Negligible	Negligible	Negligible	Negligible