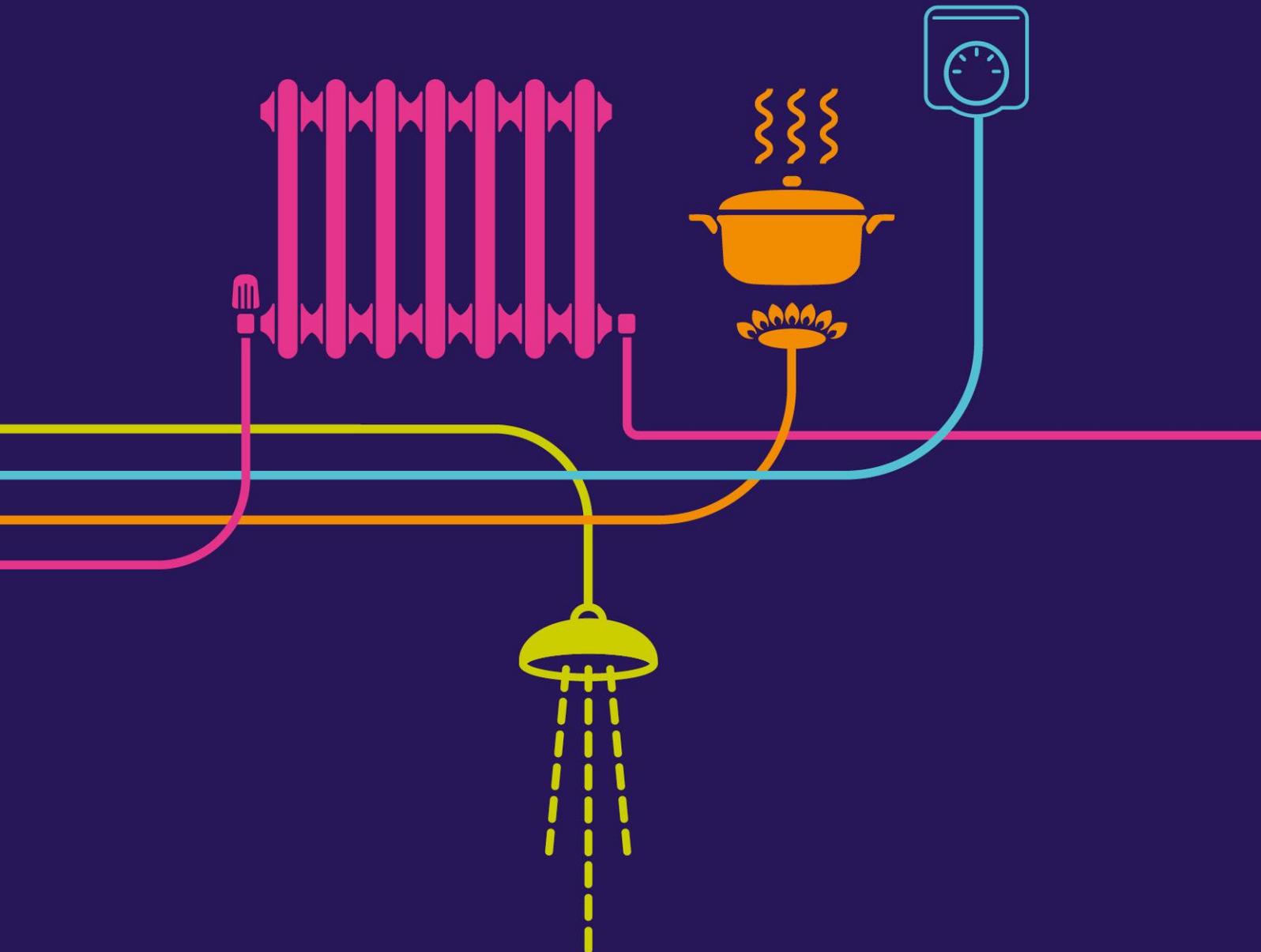


Comments on Local Impact Reports

River Humber Gas Pipeline Replacement Project



EAST RIDING OF YORKSHIRE LOCAL IMPACT REPORT		
No	Issue raised	Applicant's Response
PLEASE NOTE THAT NATIONAL GRID HAS NOT REPLICATED ALL TEXT FROM THE LOCAL IMPACT REPORT BELOW. WE HAVE ONLY INCLUDED TEXT WHERE WE BELIEVE A RESPONSE FROM NATIONAL GRID IS REQUIRED OR WHERE AN ISSUE IS BEING PICKED UP IN ANOTHER DOCUMENT SUCH AS A STATEMENT OF COMMON GROUND.		
1	<p>6.4.4 Proposed requirement 15 of the draft DCO includes the requirement for a traffic management plan to be submitted. For clarity and thoroughness the Highway Control officer would recommend that this requirement be superseded with the following three requirements:</p> <ol style="list-style-type: none"> 1) Prior to the commencement of the development the provision of the temporary compounds, vehicle parking, loading, off-loading and manoeuvring facilities for the contractors carrying out the construction works shall be provided and no other building or construction works shall be commenced until the temporary compound, vehicle parking, loading, off-loading and manoeuvring facilities have been provided in accordance with the approved details. The approved compound, vehicle parking, loading, off-loading and manoeuvring facilities shall be retained during the lifespan of the construction works. 2) The Traffic Management Plan (TMP) incorporating details of deflectograph and or visual/video surveys of the haul and delivery route to the site, including the programme and methodology for improvements and repairs and the funding provision for improvements/repairs shall be adhered to for the duration of the works as identified in the submitted application. In addition during the construction period any improvement or repair works on the approved routes shall be completed in accordance with the approved programme 	<p>A discussion was held with East Riding of Yorkshire Council Highways Department in September 2015 to discuss the proposed amendments. It was agreed that Requirement 15 of the DCO could be re-worded as follows to give effect to the Council's requirements:</p> <p>15.-(1) No authorised development may commence until a traffic management plan, based on the initial traffic management plan submitted with the application, has been submitted to and, following consultation with the highway authority, has been approved by the relevant planning authority.</p> <p>(2) The plan must include details of:</p> <ol style="list-style-type: none"> (a) siting, design and layout of works to the public highway for the purposes of construction traffic and access; (b) construction vehicle routing; (c) the scheduling and timing of movements and details of abnormal load movements; (d) pre and post condition surveys of the construction traffic routes, the methodology used for assessing the need for improvements and the funding provision of required highway works. (e) management of junctions and crossings of public rights of way; (f) marking and identification of construction vehicles; (g) driver information packs; (h) planned monthly inspections of the access roads and associated verges to establish temporary works/repairs and the funding provision (i) temporary vehicle parking, loading, off-loading and manoeuvring facilities for contractors which will be in operation during the lifespan of the construction works.

	<p>and methodology and the TMP shall be updated in consultation with the Local Planning Authority.</p> <p>3) Development shall not begin on the site until the publicly maintainable highway has been improved by widening in accordance with the submitted details.</p> <p>6.4.5 These additional requirements are suggested to ensure that the highway is appropriately maintained during construction and that any necessary improvement and repairs are appropriately made. Should this not be acceptable to the Inspector, it is recommended that requirement 15 be expanded to make specific reference for details within the traffic management plan to include temporary vehicle parking, loading, off-loading and manoeuvring facilities for contractors, and a programme and methodology for improvements and repairs together with the funding provision.</p>	<p>These amendments have been incorporated in the latest version of the DCO submitted at deadline 3 (version 3.1A).</p>
2	<p>6.8.3 The proposed method statements for construction and the likely impacts on groundwater should be considered in conjunction with the Environment Agency. Requirement 5 seeks a site water management plan and pollution prevention and control plan to be submitted. The wording of this requirement should be agreed with the Environment Agency, however in principle the wording would be acceptable to allow the Council to deal with the requirement.</p>	<p>In addition to the requirements in the draft DCO (Doc Ref 3.1A) the Initial CEMP (Doc Ref 7.3A) requires the production of these plans. The wording of requirements 5 is under discussion with the Environment Agency.</p>
3	<p>6.10.7 Humber Archaeology Partnership (HAP) has raised no objections in terms of the methodology desk based assessment, baseline information, assessment/findings and conclusions of document 6.6 from the Environmental Statement. However, HAP does not fully agree with the suggestion of trial trenching along parts of the route on the north bank – solely because in the absence of any indication from other types of non-intrusive evaluations of where any significant archaeological deposits are likely to be present, any trial trenching is going to be very much ‘hit and miss’. The length of pipeline and the reception shaft on the North Bank sections of this</p>	<p>National Grid accepts mitigation in the form of Strip Map and Sample along the pipeline route is an appropriate approach. However in order to inform the construction programme it is proposed that a small number of evaluation trenches are also excavated in advance of construction. The purpose of this exercise is to inform the project team of the potential for archaeological remains to be present within the pipeline route to ensure sufficient time is allowed in the construction programme for archaeological mitigation in this area. Given that programme is critical to the project it is considered that evaluation is a useful tool for avoiding programme risk.</p>

	<p>pipeline are going to be relatively modest: it might be more sensible to do this as a ‘Strip, Map and Sample’ exercise – particularly as it was always intended for the soil stripping to be done under archaeological supervision. This does not represent any major disagreement between HAP and the proposal; it is just a slightly different way of approaching the same problem.</p> <p>6.10.8 Since the response from HAP was received, the applicants agent has been made aware and confirmed to the Council that they will be discussing HAP’s comments direct with them with the aim of amed the Statement of Common Ground to take them into account.</p>	<p>This approach and the reasons behind it were agreed with HAP in a meeting at their offices in August 2015 and confirmed via email in October 2015.</p> <p>The Initial CEMP (Doc Ref 7.3A) has been updated to reflect the addition of Strip, Map and Sample exercise.</p>
<p>NORTH LINCOLNSHIRE COUNCIL LOCAL IMPACT REPORT</p>		
<p>No</p>	<p>Issue raised</p>	<p>National Grid Response</p>
<p>PLEASE NOTE THAT NATIONAL GRID HAS NOT REPLICATED ALL TEXT FROM THE LOCAL IMPACT REPORT BELOW. WE HAVE ONLY INCLUDED TEXT WHERE WE BELIEVE A RESPONSE FROM NATIONAL GRID IS REQUIRED OR WHERE AN ISSUE IS BEING PICKED UP IN ANOTHER DOCUMENT SUCH AS A STATEMENT OF COMMON GROUND.</p>		
<p>1</p>	<p>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).</p> <p>8.5 Alternatives have been suggested in terms of the:</p> <ul style="list-style-type: none"> • 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 	<p>The Transport Assessment (Doc 7.2) has determined the suitability of the proposed construction traffic routes taking into account the mitigation measures to be implemented via the Initial Traffic Management Plan (TMP), paragraph 3.2.5 (Doc 7.2.1A), secured by requirement 15 of the draft Development Consent Order.</p> <p>A large number of mitigation measures have been incorporated into the design including passing places and other measures outlined in the Initial TMP that have been discussed and agreed with North Lincolnshire Council and are documented in a Statement of Common Ground (Doc 8.1.2.1). These measures reduce the likely significance of impacts on receptors to acceptable levels.</p> <p>Retention of Passing Places Permanently</p> <p>National Grid has reviewed the potential to retain permanently some of the temporary passing places. Subject to the Council being willing to</p>

<p>adopting either option as a two way route so that the Ferry Road route would not be needed at all.</p> <p>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.’</p> <p>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.</p> <p>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.</p>	<p>adopt the passing places after works have been completed and OFGEM approval in relation to funding, National Grid confirms that they are happy to facilitate the permanent upgrading of certain passing places within the existing highway boundary to be used as part of the Project. In particular, those places which National Grid has identified as suitable for permanent retention are those works identified on the works plans (Doc Ref 2.2A) as works 6D, 6E, 6F, 6G, 6H, 6I, 6J, 6K, 6L, 6N, 6O and 6P.</p> <p>National Grid will only have powers for temporary possession of the land required for the Soff Lane diversion route so work numbers 6A, 6B and 6C will have to be removed on completion of works. Work numbers 6M (junction of Ferry Road / East Marsh Road) and 6Q (junction of East Marsh Road/Chapel Field Road) are installations for road widening purposes, not passing places, so will be removed. Work number 6R is the site exit onto Chapel Field Road therefore this work will also require removal after completion of the Project construction.</p> <p>Two Way Use of Chapel Field Road</p> <p>A two-way route using Chapel Field Road is not considered feasible for the following reasons:</p> <ol style="list-style-type: none"> 1. Upgrades would be required along the length of the road, which would require diversion of existing utilities in the verge such as Anglian Water pipes and gas pipelines. The latter would take between 35 and 50 weeks to divert and there would be additional associated nuisance and disruption caused by these works; 2. It would be necessary to seek additional powers in the Development Consent Order for acquisition of extra land required should affected landowners not consent to grant private rights and this does not form part of the current application;
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		<ol style="list-style-type: none">3. The construction works of the Project are temporary in nature;4. For the majority of the works the average two-way construction traffic flows are low and would be controlled through measures proposed in the Initial Traffic Management Plan; and5. Following completion of the construction works, the maintenance vehicles accessing the existing Above Ground Installation (AGI) to undertake maintenance works would be no greater than the existing and so there would be no change to existing conditions along the local roads as a result of the Project. <p>Further to the above, any highway works on the proposed temporary two-way construction route would need to be built prior to the start of the works and would significantly delay the start date of construction of this Nationally Significant Infrastructure Project. It should also be noted that abnormal loads would still need to use Ferry Road as they cannot use the rail crossing on Chapel Field Road.</p> <p>Permanent retention of two-way diversion route</p> <p>The diversion route could not be brought forward as part of this Project for the same reasons as outlined above. Furthermore, if retained as a permanent road, the temporary diversion would need to be designed and constructed to current Design Manual for Roads and Bridges (DMRB) highway standards.</p> <p>New junctions would need to be provided with appropriate road traffic and pedestrian signs for public rights of way that cross the site. If such works were to be undertaken, they would require a separate Environmental Impact Assessment and would be considered to be a project in its own right.</p>
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2	<p>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 LAmax for impact noise where appropriate.</p> <p>10.4 The applicant's response shown in the latest draft SoCG refers to the prediction of LAmax 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</p>	<p>National Grid notes this request and proposes that an additional commitment is included in the Initial CEMP (Doc Ref 7.3A) such that the Main Works Contractor ensures that appropriate noise limits are established for the works.</p>

	<p>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 LAmax levels that are known to have significant adverse impacts.</p>	
3	<p>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.</p> <p>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.</p> <p>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</p>	<p>Archaeological Trial Trench Evaluation</p> <p>The archaeological trial trench evaluation has now been undertaken. The fieldwork stage of the evaluation was completed on Friday 16th October 2015. Preliminary results indicate that there are four areas of archaeological potential across the site. The first is located around trench 45 (Doc Ref 8.9.3) at Soff Lane where evidence of potential Roman activity was recorded.</p> <p>The second area of activity was focused around trenches 2 and 38 to 40 (Doc Ref 8.9.3) east of the AGI where there was some potential for Roman and possibly earlier activity.</p> <p>The third area of potential was focused around trenches 35 and 36 (Doc Ref 8.9.3) at the eastern end of the field to the north of the AGI. These trenches contained a possible enclosure and some other features of probably Roman date.</p> <p>The final area of potential is centred on trench 8 (Doc Ref 8.9.3) to the west of East Marsh Road where a single large ditch was recorded.</p> <p>Post-excavation assessment and reporting is underway and an interim report will be available to North Lincolnshire Council by the end of November 2015. This interim report will contain the assessment of stratigraphy and initial pottery assessment. Following the issue of the post-excavation report the assessment of significance of the heritage assets at the main site at Goxhill and at the Soff Lane Diversion will be updated and the archaeological mitigation strategy will be produced and</p>

<p>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.</p> <p>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.</p> <p>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 10 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.</p> <p>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</p>	<p>issued to North Lincolnshire Council for comment. The mitigation strategy will include details of the proposed methodology and extent of open area excavation.</p> <p>Goxhill Medieval Hall</p> <p>Further detail, over and above that which was presented in ES Chapter 6: Cultural Heritage (Doc Ref 6.6), of the assessment of impacts to the setting of Goxhill Medieval Hall and the relationship between Goxhill Medieval Hall, Goxhill Hall and Goxhill Moated Site was provided in the Statement of Common Ground with North Lincolnshire (Doc Ref 8.1.2A).</p> <p>In the appendix to the Statement of Common Ground (8.1.2A) the significance of Goxhill Medieval Hall is addressed and the impact on the significance of this asset from the Soff Lane Diversion is assessed as minor. The Soff Lane Diversion will bring a new, modern, albeit temporary element into the setting of the asset. As a result there will be an overall slight adverse effect on the assets significance which will be reversed once the Soff Lane Diversion is reverted back to agricultural use.</p> <p>The assessment of the purpose of the medieval hall to reflect the status of the landholder and impress visitors and to provide views across the landscape is accepted. It is also noted however that between the window of the medieval hall and the Soff Lane Diversion are a number of modern elements including overhead power lines and modern farm buildings immediately adjacent to the hall, Soff Lane itself and various residential and agricultural properties including Littlewick Farm. As a result the hall does not command uninterrupted views across the landscape and the Soff Lane Diversion would not be so much of an intrusive element within the views from the eastern elevation of the hall that it would prevent understanding of how the hall reflected the status of the landholder.</p>
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<p>upper level; a photographic visualisation from this view would be useful to enable the council to assess any impact.</p> <p>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.</p> <p>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.</p>	<p>No photographs were taken from the hall looking from the first floor towards the Soff Lane Diversion as National Grid did not consider this would further inform the assessment undertaken.</p> <p>Remains of National Significance Following in the completion of the post-excavation assessment report the mitigation proposals will be agreed with North Lincolnshire Council. At this stage there is nothing to indicate that there are any remains of national significance within the site.</p> <p>Upstanding Ridge and Furrow If upstanding ridge and furrow is disturbed during construction it will be reinstated however none has been recorded during the evaluation.</p>
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