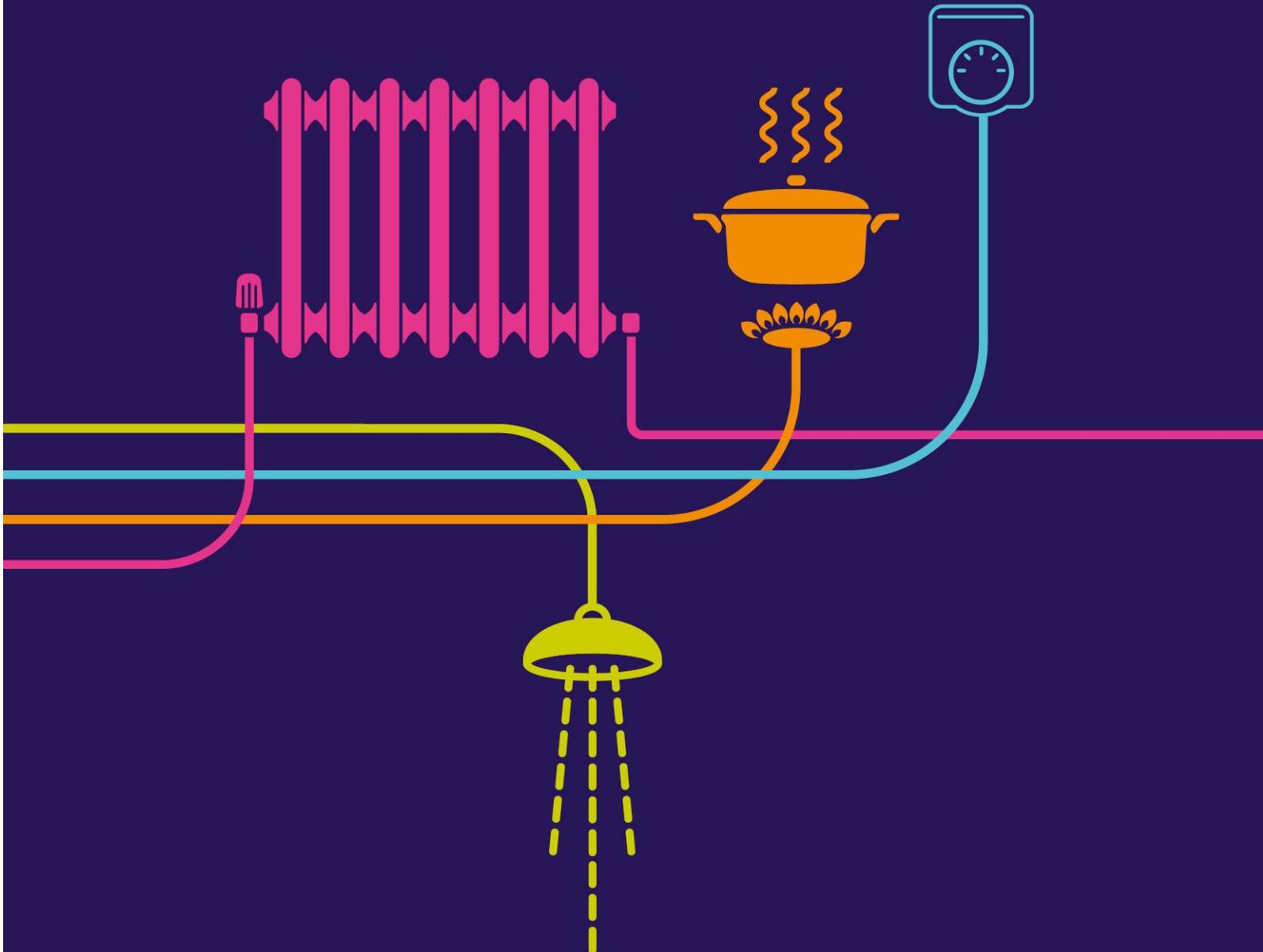


Responses to Comments on Documents Received at Deadline 3

River Humber Gas Pipeline Replacement Project



Party	Response or issue raised	National Grid Response
S102 requests to register as an Interested Party		
Mr and Mrs Wathen	<p>We write to register our objection to the planning permission that is requested by National Grid to direct construction traffic along Soff Lane at South End, Goxhill.</p> <p>We have completed the Section 102A form which details our request to become an Interested Party, albeit we do not have any land taken. We are very concerned about the amount of vehicle movements that are predicted from the construction traffic, which we believe will be directed along Soff Lane. We also attach a plan of our holding which, as you will see, immediately adjoins Soff Lane, which we consider will suffer significant disturbance due to the scheme.</p> <p>To date we have had very little contact from National Grid regarding the details of the Scheme and how we may be affected by the construction phase. We consider that there will be significant disturbance to ourselves on a day to day basis, affecting our quiet enjoyment of our property. We therefore consider that National Grid should look at alternative access routes, in addition to the one that is identified on the Planning application.</p> <p>We hope to hear from the Agent acting on behalf of National Grid in due course.</p>	<p>Through the statutory consultation process undertaken for the scheme, comments were raised by members of the public regarding the suitability of the one way traffic route out of the site and the pinch points at South End. Therefore an alternative route to avoid South End was proposed (the Soff Lane Diversion) by National Grid to avoid the tight bend at the Soff Lane / Churchside junction and nearby receptors. It was considered that Heavy Goods Vehicles would not be able to undertake the left turn from Church Side into Soff Lane without significant land take. As Heavy Goods Vehicles and farm vehicles already use this route, it was considered that there was potential for road user conflict and significant delay. Even if widened, the junction would still require traffic management in the form of traffic lights that would cause delay to all road users. The Soff Lane diversion was also proposed to be operational one-way southbound. This option was consulted upon between 15 December 2014 and 23 January 2015 and received much support from local residents. Mrs Wathen responded to the consultation and raised concerns with regard to the proximity of the proposed traffic route to her property.</p> <p>As a result of the predominant support received for the option during the consultation it was decided to use the alternative rather than the original route. In order to mitigate impacts as a result of new traffic movements along the Soff Lane diversion a suite of mitigation measures are proposed to offset impacts to local residents and businesses at the Soff Lane industrial estate. These measures are outlined in the initial Traffic Management Plan (Doc Ref 7.2.1A) and include: reduced speed limits of 15mph at the diversion, traffic marshals controlling movements, brushes and scrapers kept on site to clean the roads and monthly carriageway inspections.</p> <p>It should be noted that National Grid explored a number of options associated with the Soff Lane Diversion e.g. connecting to Soff Lane further to the south (as suggested by North Lincolnshire Council), however, the option selected would result in the in the least environmental impact.</p>
Mr B Tull	<p>We write to register our objection to the aforementioned scheme.</p> <p>We enclose, herewith, a plan identifying the land that we own which adjoins the concrete access road leading onto Soff Lane at South End, Goxhill.</p> <p>We currently run a motor engineering and restoration business from a warehouse situated off Soff Lane, Goxhill which is identified on the attached plan.</p> <p>We have a number of vehicle movements in and out of the property on a daily basis and we have grave concerns over the affect on our business due to the access being used by construction traffic from the Humber Replacement Pipeline project.</p> <p>We have had little contact from National Grid to inform us as to the exact timings of vehicle movement, the volume of vehicle movements and as a consequence, any compensation that we may be due to receive.</p> <p>We therefore consider that we will suffer significant inconvenience and disturbance as a result of the Scheme and feel that whilst we have no land being acquired by National Grid, we do in fact have a claim for disturbance relating to this application.</p> <p>We look forward to hearing from you further.</p>	<p>See comments above. Mr Tull responded to the consultation on the Soff Lane diversion to express concerns with regard to the impact on his business. In order to mitigate impacts as a result of new traffic movements along the Soff Lane Diversion a suite of mitigation measures are proposed to offset impacts to local residents and businesses at the Soff Lane industrial estate. These measures are outlined in the initial Traffic Management Plan (Doc Ref 7.2.1A) and include: reduced speed limits of 15mph at the diversion, traffic marshals controlling movements, brushes and scrapers kept on site to clean the roads and monthly carriageway inspections.</p> <p>Details of final scheduling and numbers will be available in the Traffic Management Plan which is required to be approved under Requirement 15 prior to commencement of development. This information will be publicly available.</p> <p>National Grid accept that while there may be some disturbance and inconvenience to business users of the industrial estate, the impact will be minimal due to the mitigation measures being put in place. National Grid are committed to fully compensating business users where a case can be demonstrated on a proven loss basis in accordance with the Compensation Code.</p>
Mr J Harrison	<p>We write to notify you that we wish to register our objections to the permission that is requested by National Grid Gas to use the concrete road joining Soff Lane at South End, Goxhill, to facilitate the Humber Pipeline Replacement Project at Goxhill, North Lincolnshire.</p> <p>We attach, herewith, a completed Section 102A form to request to become an Interested Party as we have land that we own directly adjoin the concrete access road. We do not have any land that is being taken.</p> <p>Our concerns are that we currently run a light industrial haulage business from the yard and buildings which adjoins the concrete road which involves a significant amount of transport movement in and out of the site on a daily basis. The agent acting on behalf of National Grid has explained to us that there will be a significant amount of heavy goods vehicles using the access route which we believe will prevent us from being able to access our site and as a consequence run our business.</p> <p>To date we have had no meaningful conversations with National Grid Gas as to how the impact may be mitigated, no information regarding the upgrading of the access road and</p>	<p>See all comments above.</p> <p>We have held high level discussions with Mr Harrison with regards to specific measures at his business that could be put in place to improve access into or out of the property and we look forward to developing those discussions in more detail as the scheme progresses.</p>

	<p>furthermore, no conversations concerning compensation to reflect the anticipated level of disturbance resulting from the scheme.</p> <p>We have completed a Section 102A from as detailed above and we also enclose a letter of instruction to Mr Tony Dale of DDM Agriculture to represent us in this matter.</p> <p>We look forward to hearing from you in due course.</p>	
<p>Mr B Leech</p>	<p>We write to register our objection to the proposed use of the concrete road way connecting to Soff Lane, South End, Goxhill by National Grid Gas.</p> <p>We own the property as indicated on the Land Registry plan, which is attached to these documents, being reference HS301311. Having investigated the Title we write to inform you that the Title Registered is incorrect. The land that is in our ownership is highlighted by the hatched area in black, as indicated on the plan. We are in the process of registering this land in our Title which is done with the full agreement of Mr T Shephardson who currently has this land registered in his Title. This information has been relayed to National Grid Gas.</p> <p>For the time being, we therefore enclose, herewith, a Section 102A form to register ourselves as an Interested Party but in the fullness of time we will in fact be a party who has been relayed to the agents acting on behalf of National Grid Gas.</p> <p>As far as the proposal to use the concrete access road is concerned we consider that this will have a hugely detrimental effect to the running of our joinery business which runs from the buildings identified. Our work involves significant vehicle movements in and out of the property on a daily basis. In addition to this we also rent out one of the storage buildings to a local Operatic Society, who also has access over the concrete road in question. There is also another car repair business occupying one of the other buildings at this site. We have had little contact with National Grid Gas regarding our concerns over the disturbance and inconvenience to our business. We have little knowledge as to how the traffic flow will be managed with regard to our business. We have little as to how the traffic flow will be managed with regard to our access and furthermore whether there will be disturbance compensation payable as a result of the Scheme.</p> <p>We trust this registers our objections to the Scheme as detailed in the planning application.</p>	<p>See all comments above.</p> <p>We have held a number of high level discussions with Mr Leech with regards to specific measures at his property that could be put in place to improve access into or out of his property and we look forward to developing those discussions in more detail as the scheme progresses.</p> <p>As was advised in response to written questions, the Book of Reference will be updated to include Mr Leech's interest. National Grid has entered into negotiations with agent to secure a voluntary agreement for these rights. We will continue to negotiate with Mr Leech over the outstanding commercial matters and look to secure an agreement during the examination process.</p>
<p>DDM Agriculture on behalf of Mr B Leech</p>	<p>We have been requested by Mr Leech to register a second letter of objection to the proposed use of the access track which runs alongside his light industrial property situated off Soff Lane, South End, Goxhill.</p> <p>We understand that Mr Leech has already written to you but as a result of a recent meeting Mr Leech has confirmed that he has grave concerns over the overall impact of the proposed access route on his workshops and storage units situated at this location. To clarify the position, Mr Leech operates a wood working shop from this site. He also has pigeon lofts which need to be inspected on a daily basis. In addition to this he also rents out a storage unit to Barton Operatic Society and a separate unit to Barton Pantomime Group, which is also used for storage. An additional unit is also let to Mr Brian Tull who also enjoys the use of a building as a workshop for car repairs. A fifth unit is also rented out to David dickens and he attends the site on a weekly basis.</p> <p>The location of the track in relation to the buildings will have a huge impact on the accessibility to these units given the anticipated traffic flow which is predicted by National Grid.</p> <p>With regard to the condition of the access road my client has had no constructive nor meaningful dialogue with National Grid Gas concerning a condition survey on the existing road and how the road will be improved to facilitate the proposed use by heavy goods vehicles. Our client has concerns over whether the existing road will be able to withstand the weight and volume of traffic that is suggested and he requires a lot more detailed information as to how the road will be reinforced and furthermore how it will be reinstated at the end of the Scheme. There are further concerns regarding the existence of a surface water drain running underneath the road and how the surface water drainage will be dealt with during the Scheme works.</p> <p>In conclusion, the overall impact of the proposed Scheme on the access road to these light industrial buildings and the complete lack of contact from National Grid concerning detail of the Scheme, has left our client with many unanswered questions and for that reason we have been instructed to write this additional letter of objection to the Scheme.</p>	<p>See above in response to Mr Leech.</p>

	<p>If we can provide any further information on behalf of our client to clarify his position, we will be happy to do so.</p>	
<h2>Representation from Forsters LLP on behalf of Trinity House</h2>		
<p>Forsters LLP on behalf of Trinity House</p>	<p>We act for the Master Wardens and Assistants of the Guild Fraternity or Brotherhood of the Most Glorious and Undivided Trinity and of St Clement in the Parish of Deptford Strond in the County of Kent commonly called "The Corporation of Trinity House of Deptford Strond", the freehold owner of the Property. Our client is a registered charity.</p> <p>Our client owns land at the North and South of east Marsh Road, Goxhill, identified on the closed plan for compulsory acquisition and works.</p> <p>The land is subject to agricultural tenancies granted to a single tenant farmer.</p> <p>We have been passed your letter of 20 October 2015 advising of the dates, times and places of forthcoming hearings.</p> <p>Our client was made aware of National Grid Gas plc's ("National Grid") Humber Gas Pipeline Replacement Project ("the Project") in 2013, and contact was first made by National Grid's land agent in 2014. Our client was informed that the Property, which is located adjacent to the existing Goxhill AGI, would be required to facilitate the Project. Part of the new pipeline will be located on the Property (Work No. 1A) and the remainder of the Property will be used as a site compound for mobilisation, storage and use of building and construction materials, the erection and use of porta cabins and welfare facilities, contractors parking and associated processes required in connection with the construction of the pipeline (Work Nos. 2A, 2B, 4A, 4B, 4D, 10 and 11).</p> <p>An indication has been given by National Grid that they would like to acquire the land and relevant interests by private treaty. Initial discussions regarding terms commenced in December 2014 and draft heads of terms were first issued for our client's comment on 11 February 2015.</p> <p>We subsequently made contact with Eversheds LLP (who act for National Grid in relation to this matter) on 25 February 2015, having discussed the proposed terms with our client and its surveyor. Discussions continued with National Grid over the level of compensation to be paid, obtaining a commitment from National Grid in relation to our client's professional fees and access for surveys.</p> <p>Progress has been slow, and National Grid was unwilling to agree to an all-party meeting to resolve these issues until their requirements of an early access licence were satisfied. A licence permitting access was completed on 3 August 2015.</p> <p>Our Client agreed final heads of terms with National grid on 7 October 2015, but draft documentation is still awaited from Eversheds LLP. Our client has separately agreed corresponding terms with its tenant farmer of the property, but cannot formalise these arrangement without legal documents first being agreed with National Grid.</p> <p>In order to justify the compulsory acquisition of land pursuant to the applied for DCO, national Grid has an obligation to seek acquire land by negotiation wherever practicable. Authority to acquire land compulsorily should only be sought as part of an order granting development consent if attempts to acquire by agreement have failed ('Planning Act 2008 – Guidance relating to procedures for the compulsory acquisition of land' paragraph 25 (September 2013)).</p> <p>Our client is concerned that progress on the draft documentation has stalled. Given, however, the recent agreement of heads of terms, it is clearly premature for the prospect of our client's land to be included within the DCO as land to be compulsorily acquired.</p> <p>In order to progress matters to a timely and agreed conclusion, we would request that the Inspector considers setting out a timetable in which the legal documents implementing the agreed heads of terms are to be completed. We consider that three months would be an appropriate period, having regard to the separate arrangements with the tenant farmer. If this cannot be achieved, our client must reserve its position with regards to the DCO Application and its right to make further representations at that time.</p>	<p>National Grid notes that heads of terms are acknowledged to have been agreed with the landowner and draft option and lease documents were sent to Forsters on 11 November 2015. A response is currently awaited. It is entirely appropriate that compulsory purchase powers are included in the order to ensure deliverability of this Nationally Significant Infrastructure Project, should voluntary negotiations subsequently fail or other unforeseen circumstances intervene. Of course, should a private treaty agreement be completed National Grid would undertake not to exercise the powers under the order.</p>
<p>Planning Inspectorate</p>	<p>Your letter on behalf of The Corporation of Trinity House of Deptford Strond, who are interested parties within the examination, has been put before the Examining authority, who has agreed</p>	<p>Noted.</p>

<p>Response to Forsters LLP</p>	<p>to accept this representation and it will now be published on the River Humber Project pages of our website in due course.</p> <p>Please note that further representations or comments you may wish to make, on behalf of your clients should be made at the deadlines detailed in the attached letter.</p> <p>Your request that the Examining authority sets a timetable for completion of legal documentation between your client and the applicant in this case is noted. The Examining authority does not have powers to set a timetable as you describe, but you will note from the enclosed timetable that the Examining authority has set deadlines within the examination for further information which will include updates on negotiations between parties.</p> <p>You may have noted that there is provision within the timetable for a compulsory acquisition hearing on Wednesday 18 November 2015 at Mercure Hull Royal Hotel, 170 Ferensway, East Yorkshire, Hull HU1 3UF, Doors open at 1.00pm meeting starts at 1:30 pm. You may wish to attend this hearing.</p>	
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Representation from Wilkin Chapman LLP on behalf of Mr John H Finch

<p>Wilkin Chapman on behalf of John H Finch</p>	<p>We write in relation to the above matter and for which we have recently been instructed as solicitors to act for the Tenant to the above property, Mr John H Finch.</p> <p>We have been made aware that today is the deadline for written submissions in respect of the DCO Application. We are instructed that our client has agreed the principal terms the landlord has agreed with National Grid. The terms have not yet been formalised as we are awaiting documentation to be drafted.</p> <p>In the circumstances, we are surprised to find the National Grid has made a DCO Application. It appears they have not fulfilled their obligation to negotiate an acquisition first. We therefore write in support of the Landlord's request that the present application is stayed until proper negotiation is followed through, in order to avoid unnecessary costs. We would also reserve our client's position to make any further representations with regards to the DCO Application following the outcome of such request.</p>	<p>National Grid has consulted at length with both Mr Finch and his landlord, Trinity House about the options for the partial surrender of Mr Finch's existing tenancy to allow the project to proceed. It is National Grid's understanding that Trinity House and Mr Finch have reached a mutually acceptable settlement to allow the full surrender of Mr Finch's agricultural tenancy upon the service of the construction notice which would be re-granted on the completion of the works. This matter is between the landlord and the tenant and it is not for National Grid to comment further.</p> <p>In terms of the DCO, National Grid must have powers available to it to ensure that the project can still proceed should Trinity House and Mr Finch not reach a voluntary agreement.</p>
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RSPB's response to Applicant's Comments on its Relevant Representation

<p>Royal Society for the Protection of Birds</p>	<p>1. INTRODUCTION 1.1. This document details the RSPB's response to the Applicant's comments on the RSPB's Relevant Representation. The structure adopted here reflects that used by the Applicant in their comments (Document 8.8 – Deadline 2 12 October 2015), with the RSPB's response addressing the same headings used therein.</p> <p>2. THE RSPB'S RESPONSE</p> <p>Survey Methodology</p> <p>2.1. The RSPB's view continues to be that nocturnal surveying (not dawn and dusk surveying) is essential to properly understand usage of farmland by golden plover and lapwing, as detailed in our Written Representation (WR). Provision of alternative habitat as mitigation for the Project's impacts (see below) could, however, potentially remove this issue. As described in the Applicant's comments, this is under ongoing discussion.</p> <p>Noise Disturbance</p> <p>2.2. The Applicant has provided the RSPB with additional information on the potential noise levels generated by the project, via a Habitats Regulations Assessment (HRA) Technical Note1, which we understand will be submitted by the Applicant at Deadline 3. Based on this information, the RSPB confirms that our concerns over potential noise disturbance have been addressed.</p> <p>Marsh Harrier</p> <p>2.3. The RSPB welcomes the Applicant's commitment to undertake pre-construction surveys and to develop a mitigation strategy that can be implemented if required. The RSPB's view is that this will necessitate the inclusion of a Development Consent Order (DCO) requirement, recording these commitments as well as the principles upon which the mitigation strategy will be based. Such an approach will give the required certainty over the suitability of the approach</p>	<p>Survey Methodology</p> <p>Bird survey methods used to inform the assessments were agreed with Natural England. National Grid does not believe that additional 'precautionary' mitigation is required or justifiable (especially given the 'likely scenario' noise contours as set out in the Technical Note (appended to the Statement of Common Ground with the RSPB (Doc Ref 8.1.6A)). However, National Grid is currently considering additional mitigation measures proposed by Natural England and the RSPB which would alleviate their outstanding concerns.</p> <p>Noise Disturbance</p> <p>The Technical Note which addresses RSPB's concerns over potential noise disturbance is appended to the Statement of Common Ground with the RSPB (Doc Ref 8.1.6A) and was submitted by National Grid at Deadline 3.</p> <p>Marsh Harrier</p> <p>An outline marsh harrier mitigation strategy has been appended to the Statement of Common Ground with the RSPB (Doc Ref 8.1.6A). This was submitted by National Grid at Deadline 3. In addition, the Initial Construction Environmental Management Plan (Doc Ref 7.3B) has been strengthened to state that pre-construction marsh harrier surveys would be carried out and an outline mitigation strategy (should it be required) would build upon principles that have been developed and agreed (provided in Appendix D of the Initial CEMP, Doc Ref 7.3B) Natural England and the RSPB. This is secured in the draft DCO (Doc Ref 3.1B) under Requirement 12 of Schedule 3.</p> <p>Impacts on SPA/Mitigation</p> <p>National Grid maintains that the potential impacts of temporary (up to 35 months) habitat loss at Goxhill are not significant. National Grid understands the issues relating to habitat availability and energetic stress, but does not believe that birds would be subject to reductions in individual fitness and therefore considers that the Habitats Regulations Assessment (Doc Ref 5.4) correctly assessed the impacts as not significant.</p>
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	<p>to managing potential disturbance of marsh harriers, without unnecessarily requiring the production of a full mitigation strategy at this stage. This approach is reflected in the most recent Draft Statement of Common Ground between the Applicant and the RSPB, to be submitted by the Applicant at Deadline 3.</p> <p>Impact on SPA</p> <p>2.4. As detailed in the RSPB’s WR, our view continues to be that the Project has the potential to lead to adverse effects on the integrity of the Humber Estuary Special Protection Area (SPA) as a result of the loss, for the duration of the Project, of functionally linked land supporting significant numbers of SPA birds and the resultant potential impacts on distribution and survival of SPA birds.</p> <p>2.5. The RSPB’s understanding is that the establishment of likely significant effects on the SPA from loss of functionally linked land for the Project is common ground². The matter of ongoing discussion between the Applicant and the RSPB (and Natural England) is therefore whether the habitat loss has the potential to lead to adverse effects on the integrity of the Humber Estuary SPA. As described above, the RSPB’s view is that it does (see our WR for more detail on our position). It is worth highlighting at this point that conclusions of no adverse effect on integrity require a “high degree of certainty”³ and that in cases of doubt or uncertainty a negative conclusion (i.e. one of adverse effect on integrity) should be drawn³.</p> <p>2.6. The RSPB’s view, supported by numerous precedents from other plans and projects around the Humber Estuary, is that where a plan or project leads to loss of functionally linked land used by significant numbers of SPA birds, the only way to deliver the necessary certainty (see above) over the absence of adverse effects on integrity is via the provision of appropriate mitigation measures. In this case, as with most cases of habitat loss and as described in our WR, this should be via the provision of alternative habitat. Securing this mitigation is the core of the RSPB’s position on this matter, and of our ongoing discussions with the Applicant.</p> <p>Mitigation</p> <p>2.7. The RSPB’s position on the required mitigation for the Project is detailed above in paragraphs 2.3 to 2.7. It is worth noting that the Applicant, as a statutory undertaker, has a duty to conserve biodiversity under the Natural Environment and Rural Communities Act 2006. In these terms, conserving biodiversity includes the positive actions of “restoring or enhancing a population or habitat”. In contrast, mitigation measures are those “aimed at minimising or even cancelling the negative impact of a plan or project”⁴. In this context, the RSPB reemphasises its position that the current mitigation measures proposed are insufficient to minimise or cancel the negative habitat loss impacts of the project and that further mitigation measures, in the form of provision of alternative habitat, are therefore required.</p>	
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Environment Agency: Deadline 3 Submissions and Notifications

EA	<p>Flood Risk Assessment Addendum</p> <p>We would like to provide the following comments in response to the FRA Addendum submitted by the applicant at Deadline 1:</p> <p>1. We are pleased to see that the Interim tidal levels have now been included within the FRA addendum, however we notice that the climate change figures applied in Table 3-2 are incorrect. The FRA provider appears to have used the South West and Wales figures instead of those for the East of England. Both the Flood and Coastal Defence Project Appraisal Guidance (UK) Supplementary note and latest climate change guidance for planners on the Planning Policy Guidance identify that the first epoch of climate change can be calculated at 4mm/yr, the second at 8.5mm/yr and third at 12mm/yr. The baseline for the Humber interim water levels is 2014, not 2013. Correctly applied, a sea level uplift of 311mm over the design life of the project to 2056 is expected. Applied to the interim Humber water level, this equates to a 2056 level of 5.841mAODN for a 0.5% event and a 2056 level of 6.201mAODN for the 0.1% event. Whilst the figures quoted in the FRA are not correct, we do not feel they are sufficiently different due to the baseline year error to warrant the need for the FRA to be further updated. However we have included the corrected calculation for the benefit of the Examining Authority, to allow them to transpose the increased figures into the indicative flood depth information provided throughout section 3.1 of the FRA.</p>	<p>Flood Risk Assessment (FRA) Addendum</p> <p>Point 1 - In the response to Environment Agency (EA) enquiry (reference CCN-2014-38038 – March 2015), the EA stated that the still water levels have a base year of 2013 for climate change purposes. Therefore, although the EA supplied table references “2014 Interim Water Level” National Grid has adopted 2013 as the base year.</p> <p>This is a conservative approach.</p> <p>National Grid can confirm that the recommended contingency allowances for net sea level rises for the South West of England had been used to estimate sea level rise, rather than the net sea level rises for the East of England.</p> <p>For 2016, the flood levels in Table 3-3 of the FRA Addendum (Doc Ref 5.2.1) should be 0.15cm higher and for 2056 the flood levels should have been around 2cm higher. However, the error in flood level is relatively small compared to the indicative (worst-case) flood depths on the Goxhill site and Paul Site shown in Table 3-4 and 3-5 of the FRA Addendum (Doc Ref 5.2.1). Therefore, National Grid are in agreement with the Environment Agency that the small difference does not warrant the need for the FRA to be further updated.</p> <p>For clarity the revised flood levels are presented in the table below:</p> <table border="1" data-bbox="1516 1774 2798 1864"> <tr> <td data-bbox="1516 1774 1780 1864"></td> <td data-bbox="1780 1774 2300 1864">Reported flood levels in Table 3-3 of the FRA Addendum</td> <td data-bbox="2300 1774 2798 1864">Revised flood levels</td> </tr> </table>		Reported flood levels in Table 3-3 of the FRA Addendum	Revised flood levels
	Reported flood levels in Table 3-3 of the FRA Addendum	Revised flood levels			

<p>2. Flood Bund clarification - The Site Layout Plans (DCO Document Reference 2.4) still appear not to show a continuous flood bund surrounding the drive pit. There are top soil storage areas, but these don't appear to be continuous. However, the formally submitted documentation clearly states that a continuous flood bund to a height of 3.4mAODN will be provided around the drive pit. As such, a suitable requirement must be included to secure this measure. The requirement should specify a minimum height of 3.4mAODN, rather than the 1.4m (above ground level) mentioned in some of the documents. It is essential that the heights in metres quoted in paragraphs 3.1.10 and 3.1.13 are stated in metres AOD, otherwise they indicate ambiguous relative height increases instead of heights calibrated to Ordnance Datum. In addition, the heights in metres cited in section 3.1.13 for Paull, should match those in Table 3.5 - currently they do not.</p> <p>3. Tunnel Collapse – section 3.3 addresses the matter of potential tunnel collapse in considerable detail (although we note that the link to the report about the previous tunnel collapse only works for subscribers to the publication in question). There are clearly two principal components to risk: probability and consequence. We are content that Appendix B paints an adequate picture of the potential consequences of such an event, however unlikely, but we would like to make clear that we do not feel able to assess or scrutinise the predicted probability of such an event, as it lies outside our remit and expertise. As such we must defer to the ExA in relation to the acceptability of the overall risk predicted. Although this matter remains a point of disagreement with the applicant, the provision of bunds (regardless of their stated purpose) reassures us that the potential consequences of a tunnel collapse will be at least partially mitigated during the construction period when this risk is apparent - although higher bunds would reduce the potential consequences further. Appendix B identifies the extent of overtopping of the bunds, should the tunnel collapse during tides with a 100% (1 in 1), 20% (1 in 5) and 10% (1 in 10) chance of occurring in any one year. It is worthy of note for the Examining Authority that 'artificial glass walls' have been included in the model due to the extent of topographic data available to the applicant. There is therefore potential for flows to extend past the identified boundaries in the scenarios presented. For the applicant's information, the bunds located at a height of only 1.4m (above ground level) would not prevent the ingress of tidal waters into the drive pit following a breach in the tidal defences during a current day 0.5% tidal scenario. It should be ensured that any proposed emergency response adequately addresses this risk.</p> <p>4. Climate change allowances have now been provided and adjusted for accuracy (see our earlier comment) for the design life of the kiosks of 40yrs.</p> <p>5. Minimum Cover - we will be reassured by the proposed amendment to the DCO wording to provide for a minimum of 1.7m of cover beneath the area which may form part of a managed realignment site at Goxhill in future.</p> <p>6. Impacts following a breach – for the ExA's information, the temporary components of the development such as the welfare units and fuel stores are to be raised onto platforms elevated a minimum of 1.4m above ground level. Given that flood depths on site are expected in the current day scenario to be 1.5-1.75 metres and no area of safe refuge is proposed, the EXA must be content that the safety of the site and its users can be managed appropriately through the proposed Flood Incident Response Plan. As we do not provide an evacuation role in a flooding emergency, we are not able to advise on the suitability of any proposed plan and recommend that advice be sought from the Humber Emergency Planning Unit.</p> <p>7. Increases in flood risk to third parties through the temporary occupation of land available for flood water storage in the fluvial floodplain - Appendix D is not a true representation of fluvial flood extents at Goxhill as the only map produced appears to be a composite map showing both the fluvial and tidal floodplain. Therefore we remain unable to advise the ExA of the short-term increase in fluvial flood risk to third parties or whether the approach of calculating the uplift in the design 1% flood level (current day) has been undertaken correctly. If the applicant has distributed their temporary storage by a larger extent of floodplain, the quoted figure could be too low and not representative of the actual expected increase. Also, due to the vast extents covered by this apparent composite output, the conclusion of where risks have been increased is also broad. A more suitable assessment would allow specific properties or receptors to be identified. We recommend that further detail is requested by the ExA to clarify the impacts of increased fluvial flood risk to third parties.</p> <p>8 Mitigation - the FRA Addendum has clarified and justified why no mitigation, beyond the continuous flood bund and Flood Incident Response Plan, are deemed necessary.</p>	<table border="1" data-bbox="1531 180 2798 411"> <thead> <tr> <th>AEP</th> <th>2016</th> <th>2056</th> <th>2016</th> <th>2056</th> </tr> </thead> <tbody> <tr> <td>0.5%</td> <td>5.54mAOD</td> <td>5.82mAOD</td> <td>5.54mAOD (change +0.0015m)</td> <td>5.84mAOD (change +0.0215m)</td> </tr> <tr> <td>0.1%</td> <td>5.90mAOD</td> <td>6.18mAOD</td> <td>5.90mAOD (change +0.0015m)</td> <td>6.20mAOD (change +0.0215m)</td> </tr> </tbody> </table> <p>Point 2 – The initial Construction Environmental Management Plan (Doc Ref 7.3B) includes commitment Con D3 that ensures 'bunding is erected around the sites as per the indicative site layout plans (DCO Document Reference 2.4B). This would ensure the provision of continuous flood bund to a 'minimum' height of 3.4mAOD for the duration of the tunnelling operation. In addition the initial Construction Environmental Management Plan at Deadline 4 has been amended at Con L1 to state flood bunds would be a minimum of 3.4mAOD. The initial Construction Environmental Management Plan (Doc Ref 7.3B) is secured by the draft DCO (Doc Ref 3.1B) by Schedule 3, Requirement 12.</p> <p>To address the ambiguity in paragraphs 3.1.10 National Grid can confirm that it is not practicable to raise the kiosks 3.92m (5.82mAOD) or 4.28m (6.18mAOD) on the Goxhill site so that they are flood free in the 0.5% AEP and 0.1% AEP (2056) scenarios.</p> <p>To address the ambiguity in paragraphs 3.1.13 and to match the levels in Table 3-5 National Grid can confirm that it is not practicable to raise the kiosks 3.82m (5.82mAOD) or 4.18m (6.18mAOD) on the Goxhill site so that they are flood free in the 0.5% AEP and 0.1% AEP (2056) scenarios.</p> <p>Point 3 - Apart from discussing the ingress of tidal waters into the drive pit National Grid have no comments to make.</p> <p>The EA have confirmed "that bunds located at a height of only 1.4m (above ground level) [3.4mAOD] would not prevent the ingress of tidal waters into the drive pit following a breach in the tidal defences during a current day 0.5% tidal scenario". This statement is likely to be correct. However, at the time the FRA (Doc Ref 5.2) and FRA Addendum (Doc Ref 5.2.1) were produced the EA's most up-to-date flood predictions for the modelled breaches of the Humber Defences were used. Using these predictions the drive pit would be protected by the 3.4mAOD bunds. However, as outlined in Section 3 of the FRA Addendum (Doc Ref 5.2.1), in March 2015 the Environment Agency provided their interim revised extreme still water tide levels for the Humber at East Halton, and these levels are higher than the levels used in the Environment Agency most up-to-date breach modelling.</p> <p>In previous consultations it was confirmed that the EA was not concerned that the less vulnerable elements of the temporary development (e.g. drive pit and reception shaft) were flood free but that the development does not increase flood risk to third parties and the bunds main function is to keep water on site in the event of a tunnel collapse. Therefore, there is no requirement for the proposed height of the flood bunds and raised platforms to be revisited in light of the Environment Agency latest interim tidal levels for the Humber Estuary.</p> <p>Through implementation of the proposed Flood Incident Response Plan (appended to the FRA (Doc Ref 5.2)) this residual flood risk would be adequately managed in the extremely unlikely event of a breach. It has also been agreed in consultation with Alan Bravey of the Humber Emergency Planning Service that the Draft Flood Incident Response Plan is acceptable in its current form.</p> <p>As outlined in paragraph 3.2.4 of the Addendum FRA, it is anticipated that the height of the flood bunds and raised platforms could be increased by between 200mm and 300mm but this would need to be confirmed in detailed design. This would naturally reduce residual flood risk as a result of a tunnel collapse (a collapse is extremely low to negligible), but it would not prevent flooding if a tunnel collapse coincided with a 100% AEP tide event.</p> <p>Point 4 - See response to point 1 above.</p> <p>Point 5 – National Grid will amend the draft DCO (Doc Ref 3.1B) to reflect this change.</p> <p>Point 6 - See comment 3 above.</p> <p>As outlined in the FRA Addendum (Doc Ref 5.2.1) Section 3.6.2, the depths of water resulting from a breach, based on present day risk, are expected to be between 1.5 - 1.75m (indicative flood level of between 3.3mAOD and 3.4mAOD) in some areas of the Goxhill site.</p> <p>With the raised platforms set at a minimum of 3.4mAOD the more vulnerable temporary infrastructure, such as the diesel generators, and the welfare/office facilities are predicted to be free from flooding during a present day breach scenario. However, although free of flooding these areas would not be designated areas of safe refuge and instead the residual flood risk will be managed solely through implementation of the proposed Flood Incident Response Plan (appended to the FRA (Doc Ref 5.2)).</p>	AEP	2016	2056	2016	2056	0.5%	5.54mAOD	5.82mAOD	5.54mAOD (change +0.0015m)	5.84mAOD (change +0.0215m)	0.1%	5.90mAOD	6.18mAOD	5.90mAOD (change +0.0015m)	6.20mAOD (change +0.0215m)
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<p>9. Discharge of water - the discharge of water into the Humber using pipework over the existing flood defence, as described in section 3.8, may not be necessary, as the adjacent Thorngumbald pumping station could be used to pump additional flows in Thorngumbald Drain. However, it would depend on the quality and quantity of any proposed discharge, but the details of this could be agreed at a later stage. At present, it is suffice to state that use of the Thorngumbald pumping station is a possible alternative solution which may negate some of the potential negative impacts associated with the use of ancillary pumps and pipework over the existing flood defence. We recommend that this option is considered in greater detail, and the DCO is amended to allow this option to be pursued if it is considered preferable.</p> <p>Hydro-geological Information</p> <p>Following a review of the following documents which were submitted by the applicant at Deadline 2:</p> <p>Mini Pumping Test Factual & Interpretative Report (J14-468-022R-Rev0);</p> <p>Hydro-geological Impact Assessment Addendum (J14-468-016R-Rev2); we would like to provide the following comments:</p> <p>While there remains some uncertainty surrounding this issue, this new evidence is sufficient to provide confidence that the proposed scheme's potential effects on groundwater in the surrounding area can be adequately mitigated against. There is a risk that the ground conditions identified through the site investigation work undertaken so far, could be different to those encountered by the MWC through their proposed pump testing prior to the commencement of works. However, we are content that the mitigation strategy proposed is sufficiently flexible to deal with a range of potential hydro-geological conditions, by varying the depth, diameter and number of re-injection wells proposed to manage groundwater.</p> <p>Mini Pumping Test Factual & Interpretative Report –</p> <p>The report includes a summary of the Hyder HIA, the groundwater control concept (which includes groundwater recharge), conceptual modelling with sensitivity analysis, and details of the mini pump test. The report starts by recognising the importance of implementing appropriate and proven engineering mitigation. The mini pump test provides site specific data which is used to demonstrate the suitability and potential effectiveness of the proposal by looking at the transmissivity of the chalk at different depths.</p> <p>Pump tests were conducted on boreholes L01, L02D, L04D and L06D with one test per day being undertaken. Groundwater level monitoring was undertaken on each of the wells during each test. Chemical monitoring was also undertaken on the four wells and the nearby Fir Tree Farm borehole. Data has been corrected for tidal cycle influence and the methodology for this has been provided. This has resulted in drawdown results that can then be used to calculate the transmissivity for each of the screened zones in the pump test boreholes.</p> <p>The report suggests that anisotropic conditions exist – i.e. a difference between horizontal and vertical permeability, and proposes that this can be confirmed in due course by pump tests undertaken by the Main Works Contractor. The results suggest similar transmissivity at L04 and L06, but different behaviour at L02 where a lower pump rate was achieved. The report suggests this may be a result of higher fracture permeability. However, it is stated that the difference is within 1 log of the values used. This implies that they are not orders of magnitude different, even though the characteristics are different. The report indicates that the test on L01 was unreliable, and attributes this to possible well damage or poor installation.</p> <p>Well L06 is used to calculate a leakage rate for the aquifer. This calculation adds weight to the presence of greater horizontal permeability than vertical permeability. This anisotropy is important and will be a positive benefit to the proposed construction and dewatering of the drive pit. Additional evidence for anisotropy is provided in the report by analysis of the tidal influence on groundwater levels recorded in the boreholes. Groundwater quality monitoring shows some variability in groundwater concentrations of chloride. Some pH results are below 7 and are not what would typically be expected of chalk groundwater. No correlations have been identified between groundwater quality and groundwater level.</p> <p>The report provides a sound assessment of the vertical and horizontal permeability of the chalk aquifer. We have previously questioned the validity of pump tests from wells designed for monitoring purposes and not abstraction. OGI have used recovery data as well as drawdown data to assess the chalk characteristics. We agree that the information provided in this report does suggest that groundwater flow within the chalk is controlled by horizontal movement. The</p>	<p>Point 7 – National Grid can confirmed that the map within Appendix D of the FRA Addendum (Doc Ref 5.2.1) is not a composite map showing both the fluvial and tidal floodplain. The map has been produced using LiDAR data and shows the potential area of land below the Environment Agency's predicted 4% AEP and 1% AEP fluvial flood levels for the East Halton Beck (i.e. the fluvial flood extent).</p> <p>Flood Probability</p> <p>Flood risk is a product of both the probability and consequences of flooding. In terms of the probability, the likelihood of a significant fluvial flood occurring over the 35 month construction is low (i.e. the probability of the 4% and 1% AEP fluvial events occurring is around 11% and 3% respectively). Therefore, the scheme will naturally have a negligible impact on fluvial flood risk as the likelihood of a fluvial flood occurring is low.</p> <p>Flood Consequences</p> <p>In terms of consequences, in the unlikely event that a fluvial flood was to occur, National Grid have outlined (In the Deadline 3 submission) the upper (within the FRA (Doc Ref 5.2)) and lower (within the FRA Addendum (Doc Ref 5.2.1)) bound estimated increases in fluvial flood levels resulting from the Scheme. Both these upper and lower bound estimates are small.</p> <p>Lower Bound Estimate</p> <p>National Grid have used the map derived from the LiDAR data to show that the indicative increase in flood levels is very small (1.2cm in the 4% AEP event and 1.6cm in the 1% AEP event). This represents a lower bound estimate of the short-term increase in fluvial flood risk to third parties.</p> <p>National Grid's review of the Environment Agency data has confirmed that the extent of flooding would be much more extensive that that depicted on the Environment Agency's current fluvial flood map and therefore the Environment Agency's flood depths on the floodplain (approximately 0.9m for the 1% AEP event) are understood to be over predicted. As a result, the estimated volumes of flood storage temporary lost during construction (outlined in Table 3-8 in the FRA Addendum) will in reality be lower (i.e. a worst case scenario has been assessed).</p> <p>Upper Bound Estimate</p> <p>In Section 6.3 of the FRA (Doc Ref 5.2), using the Environment Agency's fluvial flood map (which shows the fluvial flooding to be less extensive) National Grid have shown the indicative increase in flood levels is still small (less than 5cm in the 4% AEP event and less than 8cm in the 1% AEP event). This therefore represents an upper bound estimate of the short-term increase in fluvial flood risk to third parties.</p> <p>Negligible Flood Risk Impact</p> <p>Given the large extent of low-lying land within the study area that is below the Environment Agency's predicted fluvial flood levels, as well as the large volume of fluvial floodwater predicted to inundate the study area from the East Halton Beck and the relatively small volume of flood storage temporary lost during construction, the increase in fluvial flood levels resulting from the Scheme will be negligible (most realistic estimate indicates the increase would be less than 4cm). This negligible increase coupled with temporary nature of the works (i.e. the likelihood of the 4% and 1% AEP fluvial events occurring over the 35 month construction period is 11% and 3% respectively), would not result in perceivable additional flooding of properties or receptors.</p> <p>In consultation with the Environment Agency it has been previously confirmed that that no additional flood mitigation measures would be required to manage the very slight and temporary increase in offsite flood risk during construction of the Scheme (Doc Ref 8.1.1B).</p> <p>As the assessment of fluvial impacts has confirmed that scheme would result in a negligible increase in flood levels and therefore would not result in additional flooding of properties or receptors, no further assessment work is deemed to be necessary. The methodology that has been used to assess the impacts was agreed with the Environment Agency (Environment Agency minutes dated 04/08/2015 (Doc Ref 8.1.1B)). This was also checked and reconfirmed with the Environment Agency on the 12/11/2015 via a telephone call.</p> <p>Point 8 - No response required.</p> <p>Point 9 - National Grid have concerns that the quality (e.g. salinity) of any proposed discharge would not be suitable for discharging to the Thorngumbald Drain. Therefore, National Grid consider the option of discharging to the Thorngumbald Drain to not be appropriate. In terms of ecology it would not be appropriate to pump saline water into a freshwater drainage ditch. This could have implications for species associated with freshwater habitats including water voles which are known to be present in the vicinity of the Scheme.</p> <p>Hydro-geological Information</p> <p>See points below. Mini Pumping Test Factual & Interpretative Report</p>
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<p>data presented supports those values identified within the Hyder HIA Addendum. The report acknowledges that the Main Works Contractor will be responsible for confirming the presence of anisotropic conditions in due course. This does raise the question, what if the MWC does not identify anisotropic conditions or conditions that are more homogeneous than anticipated? While this could be a risk, the data presented in the report demonstrates that it should not be the case.</p> <p>HIA Addendum –</p> <p>The Addendum summarises the findings of the Hyder HIA, provides an overview of the concept of groundwater control, a sensitivity analysis of the chalk characteristics and how this affects drawdown and dewatering quantities, the mini pump test results and a re-evaluation of the findings of the modelling in light of these results.</p> <p>The Addendum also discusses how groundwater impact mitigation will be controlled should variable ground conditions be encountered during the Main Works Contractor’s (MWC) pump test and subsequent site works.</p> <p>Of particular note are the receptors considered to be at risk of impact from dewatering. These are summarised in Table 3, Page 14. These are:</p> <ol style="list-style-type: none"> 1) “WWII bomb decoy site, if fuel storage tanks exist, potential for contaminant mobilisation. Additional investigation by the MWC recommended.” 2) “East Halton Beck, potential for reduction in baseflow to the beck with a low risk of impacting the long term WFD objective. Baseline monitoring to determine flows in the Beck recommended.” 3) “East Marsh Farm. Small potential for derogation of features, Monitoring recommended.” 4) “Chalk aquifer. Abstraction for the dewatering operation requires further discussion with the EA”. <p>Chapter 6 proposes mitigation for the decoy site to include site investigation and groundwater recharge. The report states that the short duration of pumping should not affect the WFD status of East Halton Beck. Nevertheless, the report states that a baseline water quality monitoring programme is proposed to establish the current status. We recommend that this should be extended to any drainage ditches which could also be affected. For East Marsh Farm pond, the potential impact is considered to be dependent upon whether or not it is in continuity with groundwater. A future water features survey is proposed to verify its status.</p> <p>The report states that, “additional investigations are ongoing/have been specified.” The report states that the drawdown below historical groundwater levels outside the Pits is unlikely to occur and subsequent settlement due to a reduction in pore water pressure is considered a low risk. The report (page 15) states that, “additional site investigation is proposed to refine the geological model and confirm negligible drawdown at the nearest abstractions.” It is not clear but it is thought this refers to the Mini Pump test.</p> <p>The report also states that the hydro-geological assessment has led to the concept groundwater control design described in Chapter 3.” It continues that, “the concept groundwater control system has been designed to allow straightforward modifications during the design and construction processes for any variable ground conditions encountered.”</p> <p>The report identifies two primary objectives which are to:</p> <ol style="list-style-type: none"> 1) Allow the safe construction of the Feeder 9 replacement pipeline; 2) Minimise the hydro-geological impact. <p>Importantly the report states that, “a groundwater recharge system is to be implemented that will allow the Main Works Contractor to control the net abstraction rate for any ground conditions and maintain a hydro-geological barrier with negligible drawdown at distance. The report indicates that, “Additional receptor specific mitigation measures will be implemented as required to further ameliorate the impacts caused by the groundwater control.” It is unclear in the report but we assume that this must relate to Table 3.</p> <p>The report states that, “with drive pit construction expected to start in 2017, this allows sufficient time to further fine tune the groundwater control design, undertakesupplementary monitoring/testing and apply for abstraction and recharge licences without delaying the</p>	<p>In the event that the MWC identifies that ground conditions are not anisotropic and the ground is more homogenous than anticipated, the groundwater control system will still achieve its primary aim of allowing safe construction of the pits.</p> <p>With homogenous and isotropic ground conditions, the hydrogeological impact would be greater without mitigation measures. However, the recharge system that will be implemented can be modified by the MWC to adequately mitigate against this.</p> <p>HIA Addendum</p> <p>The proposed recharge system will prevent excessive drawdown at distance and net over-abstraction from the aquifer. With this mitigation system implemented there is a low risk of impact from dewatering at the WWII bomb decoy site, East Halton Beck and East Marsh Farm.</p> <p>A monitoring strategy is to be implemented, that is developed and agreed with the EA, which monitors water quality and groundwater levels around the site and at sensitive features. This monitoring strategy will confirm that there is a negligible impact at the sensitive receptors and a negligible impact on the Chalk aquifer.</p> <p>Commitment Pre L5, within the Construction Environmental Management Plan, secures the need for the MWC to:</p> <ul style="list-style-type: none"> • Obtain all relevant abstraction and discharge licenses (even if construction dewatering is not licensable at the time of construction) • Undertake a pumping test at the Drive Pit (following the final structural design) • Develop a recharge/reinjection system to minimum the net abstraction from the aquifer and drawdown at distance, in line with the abstraction license agreed with the Environment Agency. <p>The monitoring strategy and water quality monitoring are secured in the initial CEMP (Doc Ref 7.3B) Commitments: Pre L9, Pre L13, Con L17, Con L20, Post L3 and Post L4.</p> <p>Water Voles</p> <p>Noted</p> <p>Biodiversity Enhancement</p> <p>Noted.</p> <p>Statement of Common Ground</p> <p>National Grid will continue to work with the Environment Agency to resolve all outstanding issues.</p>
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project.” It should be noted that without the benefit of the associated mini pump test report, our position would be that this approach is unacceptable.

The findings of the mini pump test have been incorporated into the HIA Addendum with the model being re-run to include the site specific data. In addition, the tidal response data has been incorporated. The report considers that this information demonstrates greater anisotropy than used in the original OGI model. This means a reduced vertical permeability in the chalk has been found.

The addendum report states that the MWC contractor will need to undertake a further pump test to appropriately design the required number and depth of internal and external wells. Importantly this is proposed to include pumping from groundwater within a response zone in the chalk below the toe level of the secant pile wall. To guide the MWC, OGI have produced a specimen pump test that can be undertaken by the MWC. The report indicates that in worst case conditions, the recharge system proposed will prevent drawdown at distance and that the appropriate number, depth and diameter of recharge wells can be designed by the MWC following the further pump tests.

We consider that the mini pump test has reduced the uncertainty over the site specific chalk characteristics. The revised modelling has demonstrated the parameters previously used in the model are appropriate. Uncertainty remains on the potential for differing ground conditions across the site. However, the HIA addendum has indicated that further pump testing by the MWC can inform the design of the proposed recharge scheme to mitigate against this.

We request confirmation of where within the DCO the mitigation measures described in these reports will be secured. It may be necessary to add greater clarity to the existing requirement 5, regarding the content of the site water management plan. The works associated with the reinjection boreholes may also need to be included in the works descriptions and works plans.

Water Voles

We have previously raised concerns about the project’s potential impacts on water voles, as an indirect consequence of the project’s impacts on groundwater. On the basis that we are now content that the impacts on groundwater are adequately understood and a satisfactory mitigation strategy proposed, we’re content that water voles and their habitat will be adequately protected. The proposed mitigation will minimise the zone of influence and restrict the magnitude of the impact to something smaller than the fluctuations in groundwater levels which would be expected to occur naturally.

Biodiversity Enhancement

We previously made representations about a lack of clarity regarding the identification of opportunities to enhance biodiversity as a result of the project. We note and welcome that additional information and clarification has been provided by the applicant on this matter. It appears that the opportunities for enhancement identified are terrestrial in nature. As such we are content to defer to other organisations who are better placed to advise on terrestrial enhancement opportunities.

Notifications – Hearing Attendance

Given the above progress in relation to flood risk, groundwater and ecology, we no longer feel it is necessary for the Environment Agency to attend the topic specific hearings to speak on these matters. We would however be able to make ourselves available should the ExA request our attendance. If so, it would be helpful to know in advance what matters the ExA would like our input on, such that we can ensure that the most appropriate specialists are present.

Our position regarding the Land Acquisition Hearing remains that we would like to attend to speak. However, the ExA should be aware that a meeting with National Grid’s land agent has been arranged for Wednesday 4 November 2015. If our outstanding matters are resolved following this discussion, we may subsequently withdraw this request.

Statement of Common Ground

We have been in discussions with National Grid and their agents regarding the Statement of Common Ground. We have today signed an updated version of the document to reflect those matters which, at this juncture, have either been agreed, or which remain unresolved.

1. Highways England Comments on Examiners written questions

Highways England	<p>Question Reference 6.2</p> <p>The first part of this question is one for Natural England / the Environment Agency to respond to.</p> <p>In terms of approving the CEMP under requirement 12 of the DCO, we have looked at the CEMP and on page 22, table section K, it states that "For all traffic and transport commitments refer to the Initial Traffic Management Plan (DCO Document Reference 7.2.1)". To that end, and having scanned the remainder of the CEMP, we do not believe that Highways England is responsible for approving the CEMP. As per the above, we believe this is a matter for other stakeholders to agree as it does not cover or affect the SRN.</p> <p>Question Reference 14.2</p> <p>From the position of Highways England, the ITMP had an immaterial impact on the SRN. We are working with National Grid Gas plc to ensure the safe and efficient operation of the Strategic Road Network is maintained in relation to the construction traffic for the project. We do not believe there would be any issue with this being 'certified' from our perspective. We also believe that this marking of 'certification' would be the responsibility of the applicant, not Highways England.</p> <p>Question Reference 15.16</p> <p>We do not believe this is of any relevance to Highways England.</p>	<p>Question Reference 6.2</p> <p>Noted</p> <p>Question Reference 14.2</p> <p>Noted.</p> <p>Question Reference 15.16</p> <p>Noted.</p>
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