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Date: 5 January 2024

Dear Sir/Madam

Planning Act 2008 (as amended) and The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (the EIA Regulations) – Regulations 10 and 11

Application by Equinor New Energy Limited (the Applicant) for an Order granting Development Consent for the Aldbrough Hydrogen Storage Project (the Proposed Development).

We refer to your letter dated 15th September 2023 consulting the East Riding of Yorkshire Council on the Aldbrough Hydrogen Storage Project. The following constitutes East Riding of Yorkshire Council's formal statutory response to the Planning Inspectorate.

The Scoping response of the Local Planning Authority for this proposal incorporates the following:

- Appendix A: Information for inclusion in Environmental Statements for Infrastructure
- Appendix B: List of Useful Contacts within LPA for EIA
- Appendix C: Possible Contents Page for Environmental Impact Assessment
- Appendix D: List of Likely Topics for Inclusion within an Environmental Statement
- Appendix E: Responses from consultees

This scoping response has been prepared in line with knowledge and understanding of the site environment and the nature of development at the time of writing. The EIA process may raise issues that extend the scope of the of the work in due course.

The comments relate to the process of preparing the ES as well as the content of the final document. We hope this provides you with a thorough understanding of what the ES should include and the way in which it should be prepared.

Yours sincerely

[REDACTED]
Stephen Hunt MRTPI
Director of Planning and Development Management

Alan Menzies
Executive Director of Planning and Economic Regeneration

Aldbrough Hydrogen Storage Project

Introduction

The purpose of this document is to provide the Planning Inspectorate a scoping response from the East Riding of Yorkshire Council (“the ERYC”) in its role as the local planning authority (“the LPA”) for the Environmental Statement (“ES”) to accompany the applicant’s application for a Development Consent Order (DCO), for a Hydrogen Storage Facility referred to as Aldbrough Hydrogen Storage Project – at Gas Line Facility, SSE Hornsea Limited, Garton Road, Aldbrough, East Riding of Yorkshire.

Background

On 31 May 2023, the Planning Inspectorate (the Inspectorate) received an application for a Scoping Opinion from Equinor New Energy Limited (the Applicant) under Regulation 10 of the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (the EIA Regulations) for the proposed Aldbrough Hydrogen Storage Project (the Proposed Development). The Applicant notified the Secretary of State (SoS) under Regulation 8(1)(b) of those regulations that they propose to provide an Environmental Statement (ES) in respect of the Proposed Development and by virtue of Regulation 6(2)(a), the Proposed Development is ‘EIA development’.

Before adopting its Opinion, the Inspectorate consulted the ‘consultation bodies’ including ERYC in accordance with EIA Regulation 10(6). The Applicant provided the necessary information to inform a request under EIA Regulation 10(3) in the form of a Scoping Report.

In order that the ERYC may now provide its scoping response to PINS, the applicant has provided the Council with the application for a Scoping Opinion so that it may provide its scoping response for issue to the Planning Inspectorate in accordance with Regulation 10 and 11.

“Scoping” refers to the stage of the EIA process concerned with identifying the main effects of a development proposal prior to the preparation of an ES. This helps the applicant to focus on topics and areas of greatest relevance and thereby determine the information to be submitted in the ES.

The Inspectorate has published a series of advice notes on the National Infrastructure Planning website, including Advice Note 7: Environmental Impact Assessment: Preliminary Environmental Information, Screening and Scoping (AN7). AN7 and its annexes provide guidance on EIA processes during the pre-application stages and advice to support applicants in the preparation of their ES.

Applicants should have particular regard to the standing advice in AN7, alongside other advice notes on the Planning Act 2008 (PA2008) process, available from: <https://infrastructure.planninginspectorate.gov.uk/legislation-and-advice/2-advice-notes/>

This Scoping response should not be construed as implying that the ERYC agrees with the information or comments provided by the Applicant in their request for an opinion from the Inspectorate. In particular, comments from the Council in this Opinion are without prejudice to any later decisions taken (e.g. on formal submission of the application) that any development identified

by the Applicant is necessarily to be treated as part of a Nationally Significant Infrastructure Project (NSIP) or Associated Development or development that does not require development consent.

Implications of the relevant guidance on Scoping

In effect, the relevant guidance provides for the following: -

- that a Local Planning Authority (LPA) should provide the Planning Inspectorate and through its formal scoping response, an applicant with a clear opinion as to what it considers to be the main effects of development given its understanding of the development and its site environment at the time - that scoping relates to both the content of an ES and the process of preparing an ES too - that scoping should lead to the preparation of an ES that is adequate (i.e. contains specified information), a good ES (i.e. contains systematic analysis) and provides guidance on key determinations (i.e. weighting).

- that scoping should lead to a consideration of all possible effects (i.e. systematic analysis), but also provide for a concentration of effort on those issues with the potential to cause significant adverse effects (i.e. weighting).

- that it is reasonable (therefore) to consider topic areas up to the point at which evidence suggests it is unnecessary to consider them further in isolation (not least of all because the cumulative effect of such a factor in combination with or in relation to others may be significant).

- that applicants should be aware that the EIA process can raise issues not identified before and that may extend the scope of work beyond that envisaged at the scoping stage. Scoping can therefore obviate the types of problems associated with EIA mentioned above.

The LPA's view of scoping

The LPA's officers want to encourage the preparation of ESs that are both transparent and thorough, and that can therefore enable decision makers to reach sound planning decisions. To this end, the LPA's officers want applicants to undertake EIA in a systematic manner and provide ESs that meet potential concerns about adverse effects on the environment. Whilst the LPA does not support or oppose development subject to EIA, its officers seek therefore to ensure that ESs contain all the relevant information for decision-makers to determine the application in question, and that the preparation of the ES takes place in line with the relevant guidance.

The LPA's officers take the view that just because something seems to be unimportant at the outset of an ES does not mean that it is unimportant. If the developer/consultant disagrees with this view, then it is incumbent upon him/her to make his/her case as appropriate.

The LPA's view of the process of preparing an ES

The LPA's officers seek to ensure that the preparation of the ES and its annexes (if any) take place in accordance with Infrastructure Planning (Environmental Impact Assessment) Regulations 2017.

Amongst other things, the LPA's officers would therefore expect the applicant to appoint an

appropriate consultant (e.g. one affiliated to the Institute of Environmental Management and Assessment), and to consult interested parties (e.g. the “useful contacts” identified in following pages). In reviewing the ES, the LPA’s officers would consult most of those specialists identified in the attached appendix of “useful contacts” (and others).

The LPA’s specific views for scoping for EIA for the Hydrogen Storage Facility referred to as Aldbrough Hydrogen Storage Project – at Gas Line Facility, SSE Hornsea Limited, Garton Road, Aldbrough, East Riding of Yorkshire.

The respective stages of EIA development (i.e. operation and restoration) can have significant adverse effects on the environment. The LPA’s officers therefore expect an ES accompanying an application for Development Consent Order to be of a high standard.

They would expect therefore that the ES sets out the content and stages of the development proposal (including traffic movements and land use requirements) in some detail, and in effect to comprise of the information as defined in Part 14 of the 2017 EIA Regulations.

The purpose of this advice is to provide an outline of the key planning considerations that would need to be addressed in an Environmental Impact Assessment (EIA).

The ES must include a description of the development, consideration of alternatives and cumulative impacts, including with any other similar development. The following provides issues that need to be considered in addition as part of the EIA. In particular, this information must be evidenced with survey work and assessment carried out by suitably qualified personnel.

The comments on the Technical Assessment are as follows:

Planning and Policy Framework

National Policy Statements

The National Policy Statements (NPSs) sets out national policy for the energy infrastructure. These have effect for the decisions by the Secretary of State¹ on applications for energy developments that are nationally significant under the Planning Act 2008. For such applications, NPS (Overarching National Policy Statement for Energy EN-1) 2011 remains in force until the revised NPSs (November 2023) take effect in early 2024, combined with any technology specific energy NPS where relevant, provides the primary policy for decisions by the Secretary of State.

Development Plan

The Development Plan for the site is an important consideration also. The development plan currently comprises saved policies in the East Riding Local Plan Strategy Document (ERLP-SD).

The Local Plan Update was submitted to the secretary of state on 31 March 2023 and a planning inspector has been appointed to examine the Update in accordance with national planning policy and the relevant regulations.

The weight to be given to the policies contained within the Local Plan Update will vary on a case-by-case basis and the NPPF provides guidance on assigning weight. Having regard to this, officers consider that the weight of policies within the Local Plan Update ranges from none to limited, reflecting the fact that there are some unresolved objections, and the examination is in the early stages. Issues in relation to the weight given to Local Plan Update policies are identified in the report where relevant.

National Planning Policy Framework (NPPF) and Planning Policy Guidance (PPG) are also important considerations.

Geology and Ground Conditions

Section 6.3 of the report (May 23) relates to onshore geology and ground conditions and contamination. It provides a brief overview of existing conditions and the application site setting, identifies the effects to be considered in the EIA, and details the proposed approach to assessing the effects of the proposed development on sensitive receptors. It includes a discussion of baseline conditions, preliminary identification of potential impacts, proposed assessment methodology for consideration of the construction and operational phases of the proposed development and potential mitigation measures.

The Council's Public Protection Teams are satisfied with this approach.

The Environment Agency have advised that they broadly agree with the topics to be scoped in and out of further assessment within the Environmental Statement (ES). The EA have advised they previously commented on this scoping report in June 2023 and as the scoping report for both consultations are the same, their previous comments are attached – see appendix E.

Water Resources and Flood Risk

Section 6.4 of the report (May 2023) covers Water Resources and Flood Risk and confirms the Environmental Statement (ES) will describe the likely significant effects of the proposed development on water resources, as well as risks posed from flooding. The report provides a brief overview of existing conditions and the application site setting, identifying the effects to be considered in the EIA, and details the proposed approach to assessing the effects of the proposed development on sensitive receptors.

The proposal will require a flood risk assessment to be carried out and as sections of the land within the Core Study Area are located within Flood Zone 3, the FRA will need to satisfy the Exception and Sequential Tests as set out in the NPPF and NPS. Flood risk should not be increased elsewhere as a result of the proposed development.

The Environment Agency have advised that they broadly agree with the topics to be scoped in and out of further assessment within the Environmental Statement (ES). The EA have advised that they previously commented on this scoping report in June 2023 and as the scoping report for both consultations are the same, their previous comments are attached – see appendix E.

The Council's Land Drainage and LLFA notes the submission of the Scoping Document but has no further comments to make at this stage.

Yorkshire Water agrees with the scope of the ES and following a review of their statutory mapping record shows that the scoping boundary, shown in figure 6.2, is absent of any YW clean water mains and the public sewer network. The site is remote from a Source Protection Zone (SPZ). Nevertheless, impacts on public and private water supplies, including licensed abstractions and discharges during construction and operation will be scoped-in the Environmental Statement (ES).

The Council's Coastal Engineer – Flood Risk and Coastal Risk Management has checked proposed development scoping documents against our coastal monitoring data to check whether the project could be affected by coastal erosion or have an adverse impact upon coastal processes and have the following comments to make:

Cliff erosion:

- The above ground assets associated with Site 2, as per the EIA Scoping Report Fig 2.1 would be approximately 1003m off the cliff edge as last surveyed by this council in April 2023.
- at the Site 2 location coastal erosion as recorded by this Council's monitoring post number 68 is currently 1.90m/yr with a maximum individual loss of 14.34m
- These figures would give the Site 2 an expected life of approximately 520 years, but this does assume that past erosion rates continue, which may not be the case. Based upon this life estimate

Site 2 should not be adversely affected by coastal erosion

- Based upon details provided with the scoping report Fig 2.3 the onshore pipelines should not be affected by coastal erosion.

Coastal processes:

The scoping document clause 2.4.3.5 states that '*A temporary cofferdam will be constructed on the beach at the base of the cliff (see Figure 2.1). This will be used to connect the pipework from offshore to onshore. The cofferdam will likely comprise steel sheet piles on all four sides and will be removed following construction*'.

Specific details on the arrangement and dimensions of this cofferdam and how long it would be required do not appear to have been provided, but such beach works could potentially have negative impacts upon the areas coastal processes, principally through interruption of intertidal sediment transport. Further details would be required to determine the magnitude of these impacts, but this issue and how it will be monitored and mitigated needs to be given consideration within the application documents.

Additionally, the scoping documents do not appear to have provided any detail on the beach access arrangements, beach access would presumably be required during the construction phase to support the HDD and pipework installation. The scheme needs to provide beach access arrangement details and should give consideration as to how these could impact the areas coastal processes and local cliff erosion rates.

Comments from the Environment Agency, Yorkshire Water, Public Protection and Coastal Team are attached in Appendix E. No comments have been received from the South Holderness Internal Drainage Board.

Noise/Vibration and Air Quality

The nearest neighbouring resident is 300m east of the site opposite the AGS. There are several residential properties within 2 km of the Hydrogen Storage Facility, with the closest town being Aldbrough, approximately 2 km north of the Hydrogen Storage Facility. A number of these residential properties are operational farms which may contribute to baseline noise levels.

Section 6.5 (air quality) provides a brief overview of existing conditions and the application site setting. The chapter also identifies the effects to be considered in the EIA and details the proposed approach to assessing the effects of the proposal on sensitive receptors. The proposed approach to the climate change and greenhouse gas assessment are also included.

The Council's Public Protection Team are satisfied with the approach taken to address the impact of the development on local air quality.

Section 6.6 (noise and vibration) provides a brief overview of existing conditions and the application site setting, identifies the effects to be considered in the EIA, and details the proposed approach to assessing the effects of the proposal on sensitive receptors. The Council Public Protection Team have reviewed the Environmental Impact Assessment Scoping Report by Environmental Resources Management Limited (dated 31st May 2023, report ref: 0630444) and are satisfied by the approach taken to address the noise impact of the development on residential amenity. Impacts on residential amenity by lighting is a factor that Environmental Control would consider for a proposal of this scale and a lighting scheme would be required.

Comments from the Public Protection Teams are attached at appendix E.

Ecology and Nature Conservation

Section 6.7 of the Scoping report (May 23) covers issues of ecology and nature conservation. It details the proposed approach to assessing the potential effects of the proposal on sensitive ecological receptors.

There are three International/European and national statutory designated sites within 5 km of the Hydrogen Storage Facility. The Greater Wash Special Protection Area (SPA) within the site boundary; Holderness Inshore Marine Conservation Zone (MCZ) within the site boundary and Lambwath Meadows Site of Special Scientific Interest (SSSI) to the north of the proposed development. There are no Special Areas of Conservation (SACs) with bats as qualifying features within 30 km of the proposed development. There are two none designated sites within 2km of the site, Bail Wood Ancient Woodland 115 m west and Garton-Humbleton Local Wildlife Site (LWS) is 400 m southwest.

The consultation response from Natural England (attached at Appendix E) states they previously commented on this Scoping opinion and made comments to the authority in our response dated 14/04/2023, our reference number 428853. The advice provided in our previous response applies equally to this submission. The additional information provided is unlikely to have significantly different impacts on the natural environment than the original consultation. Due to the large area of the proposed development and wide variety of habitats encountered, there is the potential for the

proposed development to encounter protected species.

East Riding of Yorkshire Councils Biodiversity Officer has provided comments with respect to the adjacent LWS sites. This identifies the Humber Estuary SSSI / SPA / Ramsar for consideration. This is particularly important as Natural England have a strong focus on functionally linked land (FLL). This is land which is used by birds from the Humber SSSI / SPA for resting or feeding. The size of the site, its arable use, open aspect and proximity to the Humber Estuary make it a suitable site for birds from the Humber to use as FLL. Natural England are likely to require a wintering bird survey which would evaluate any use by birds from the Humber. Mitigation may be required if the site supports more than 1% of the Humber population, although Natural England has considered a lower figure to be significant for Curlew.

If a DCO application is submitted before BNG becomes mandatory, we recommend that the application is supported by a Biodiversity Enhancement and Management Plan (BEMP). This should detail how habitat and species features will be conserved, enhanced and / or created. This has become standard best practice with major solar farm applications.

Provided that no works, waste or materials associated with the development are stored or deposited within Bail Woods, they should not be adversely impacted by the development. The Garton-Humbleton verge LWS will be unaffected by this development.

The Council's Nature Conservation Team note that the development proposals comprise EIA development. They note a Preliminary Ecological Appraisal (PEA) with associated species-specific surveys and that an Ecological Impact Assessment (EcIA), to cover both construction and operational phases, will be submitted as part of the Environmental Statement (ES) in support of the DCO application. We also agree with the requirement for a shadow Habitat Regulation Assessment (sHRA) due to the proximity of the Site to the Greater Wash Special Protection Area (SPA), and potentially The Humber Estuary SPA/SAC, with respect to the potential for direct disturbance and/or use of the site as functionally linked land (see section 12.4).

The ecology chapter 12 of the ERM Limited EIA Scoping Report (March 2023, report ref: 0653313 V1.00) outlines the information intended to be included within the proposed Environmental Statement (ES). The overall approach and proposed methodology arrangements are generally similar to those followed in other similar projects and appear to follow standard methodology guidelines (Chartered Institute of Ecology and Environmental Management (CIEEM, 2018).

It is noted that the following studies with respect to the baseline ecological assessment of the site have been outlined and/or commenced as follows:

- Desk based study of existing data sources.
- Extended Phase 1 habitat survey (November 2022).
- Specific species surveys (commenced May 2022, due for completion March 2023).

The desk-based study has identified the following designated and non-designated sites which will be considered within the ES and we concur with the selection

- Greater Wash Special Protection Area (SPA)
- The Humber Estuary (SPA/SAC)
- Lambwath Meadows Site of Special Scientific Interest (SSSI)

- Bail Wood Ancient Woodland Local Wildlife Site (LWS)
- Humbleton Local Wildlife Site (LWS)

It is noted that the Holderness Inshore Marine Conservation Zone has been scoped out of the study as this phase of the project does not include the marine aspects of the project (see section 12.1). We note that the core area of the proposed site is 'predominantly hard standing, buildings, gas storage equipment and arable land'. However, there is 'some grassland, scrub, defunct hedgerows and ditches', along with some standing water features which were found to be dry in November 2022.

We would agree that whilst the construction works will take place predominantly across the existing storage facility and arable land which have limited ecological value, we welcome the acceptance that woodland, ditches and grasslands on and in the vicinity of the site have the potential to support protected species for which surveys are/have been undertaken as follows and outlined within the report.

- Bats: whilst no habitat suitable for roosting bats has been identified, transect surveys are being undertaken on the basis that the site provides low suitability of foraging and commuting bats (May – September 2022).
- Badgers: no evidence of presence but potential effects will be considered, and precautionary working methods included on the basis that it is a mobile species (November 2022).
- Birds: breeding bird surveys have been undertaken which have identified a diverse breeding bird community of predominantly common species with some species of interest such as barn owl, reed bunting, skylark, meadow pipit and sand martin (March-November 2022).
- Birds: wintering and passage surveys are ongoing (October 2022 to March 2023).
- Great crested newts: assessment and surveys were required of ponds within 500m are ongoing with the intention to undertake eDNA surveys on ponds deemed suitable.
- Reptiles: surveys did not identify the use of the site by reptile species (September 2022)

It is agreed that the likely significant effects to be considered within the EIA will include designated sites (EIA and HRA), foraging/commuting bats, badger and birds including breeding, wintering and passage

The list of species to be scoped out is acceptable and it is welcomed that the ES will provide the baseline data for the species concerned along with any relevant mitigation measures that will be adopted; dormice, water vole, otter, white-clawed crayfish and reptiles.

From the reference list provided with respect to the survey methodologies used/proposed for the above surveys (section 12.8.3), subject to review of the detailed reports, it is anticipated that the surveys have been undertaken in line with generally accepted standards.

The approach to be undertaken to assess the ecological effects follows current best practise guidance (CIEEM Guidelines for Ecological Impact Assessment in the UK and Ireland) as outlined in section 12.8.4.

With respect to mitigation the implementation of standard construction and operational good practice is expected, and it is welcomed that site-specific mitigation measures will also be included

following the EcIA and HRA process (see section 12.5).

The extent to which the intentions and proposals for investigation, as outlined in the report, are carried through into the ES remains to be determined but the ES should identify and determine the significance of all environmental effects associated with the range of topics identified in the ecological chapter of the report and for all stages of the development i.e. construction and operation. Both identification and commitment to undertake and implement all proposed/required measures to mitigate against any identified impact(s) of the proposed development will be a key factor in determining the acceptability of the proposed development. The proposed ES must be a robust assessment of the environmental impacts of the development proposed.

Biodiversity Enhancements

Government guidance contained within ODPM Circular 06/2005, key principles of the NPPF, section 40 of the Natural Environment and Rural Communities (NERC) Act 2006 and ERLP Strategy Document policy ENV4 emphasise the statutory basis for planning to provide net gains in biodiversity. Consequently, appropriate biodiversity enhancements, which must be over and above any mitigation measures required to neutralise the impacts of the development on nature conservation interests will need to be incorporated into the design of the development. Biodiversity impacts should be captured and quantified through use of the most recent Defra Biodiversity Metric.

This development presents the opportunity to incorporate features which are beneficial to wildlife into the design of the detailed proposals and should include multifunctional benefits such as; roosting and foraging opportunities and connective habitat for bats, nesting and foraging opportunities for a range of bird species, pond and wetland creation, habitat and hibernacula for amphibian and reptile species, hedgehog houses, insect boxes and log piles. Detailed proposals should be informed by the results of the ongoing surveys and secured by appropriate planning condition.

Comments from the Council's Tree Officer are as follows, the proposed retention of existing trees and boundary features is welcomed alongside the proposed planting measures detailed in section 6.8.5.3. Impacts on trees will likely be considered as part of Ecology Chapter and do not require a specific chapter within the ES.

An assessment of any potential impact the development may have on trees should be assessed through an Arboricultural Impact Assessment and Tree Survey in accordance with British Standard 5837 – 2012 'Trees in relation to design, demolition and construction Recommendations' and the requirements shown within the Trees Validation Checklist as shown below. This information should determine tree root protection areas (RPA's) and tree protection measures, and mitigation for any trees losses and the retention of categories A and B and should be detailed.

Comments from Natural England, the Council's Biodiversity Officer, the Tree Officer and Nature Conservation and Ecology are attached in Appendix E.

Landscape and Visual Assessment

The proposed development falls within the National Character Area (NCA) Profile 40 (NE437): Holderness which is broadly characterised as a generally low-lying landscape, underlain by glacial boulder clay. This section also includes residents within settlements, users of the local transport network and Public Rights of Way (PRoW) as well as people visiting local areas of interest.

At a local level, the East Riding of Yorkshire Landscape Character Assessment Update (2018) divides the landscape of the county into 23 Landscape Character Types (LCTs). These have been refined further into 81 Landscape Character Areas (LCAs). The Proposed Development is predominantly situated within LCT 20: Coastal Farmland and LCA 20B: Hornsea to Withernsea Coast.

There are no statutory landscape designations (National Parks or Areas of Outstanding Natural Beauty (AONB)) within the boundary of the Hydrogen Storage Facility or within a 20 km radius. The nearest is the Lincolnshire Wolds AONB, approximately 30 km south of the Hydrogen Storage Facility.

Section 6.8 of the report (May 23) describes how landscape and visual impact assessment will be an area addressed in the Environmental Statement (ES) and goes on to outline the approach to be taken when assessing and evaluating the effects of the development on the landscape resource and the visual amenity of the area. The report identifies that the methodology for the assessment will conform to current guidance, namely the NPS for Overarching Energy (EN-1) and NPS for Oil and Gas Supply and Storage (EN-4); Landscape Institute/IEEMA (2013) Guidelines for Landscape and Visual Impact Assessment (Third Edition) (GLIVA). Landscape Institute (2019), 'Visual Representation of Development Proposals', Technical Guidance Note; Landscape Institute (2021), Technical Guidance Note 02/21 Assessing landscape value outside national designations; Natural England and DEFRA (2014) Landscape and Seascape Character Assessments; and Natural England (2014) An Approach to Landscape Character Assessment.

This is important and will help to ensure that the assessment is undertaken using a consistent, standardised methodology and is in accordance with current and emerging recognised guidance. The assessment will also need to consider published guidance relating to local landscape character, notably the information presented in the aforementioned East Riding of Yorkshire Landscape Character Assessment. This will provide particularly useful baseline information regarding local and wider landscape character in this area and, more specifically, offer a suitable basis upon which to assess the impacts on those Landscape Character Areas that are likely to be affected by the proposed development.

Historic Environment

Section 6.9 of the report (May 23) relates to archaeology and the historic environment and provides an overview of the existing conditions and the application site setting, identify the effects to be considered in the EIA, and details the proposed approach to assessing the effects of the application on sensitive receptors. The historic environment and archaeology assessment in the ES will consider the likely significant effects upon designated heritage assets (World Heritage Sites, Scheduled Monuments, Listed Buildings, Registered Parks and Gardens, Registered Battlefields and Conservation Areas); and non-designated assets (monuments, archaeological sites, buildings, places, and landscapes) which do not meet the criteria for a designated asset but require consideration under planning policy due to their heritage significance.

The Council's Building Conservation Officer has advised that Section 6.9 of the report sets out the proposed methodology for the assessment of the impact on heritage assets, as well as the radius around the site which is proposed to be included in any assessment. The proposed radius of 2km is sufficient to encompass any above ground heritage assets. However, we are not fully convinced by the proposed methodology. While it appears to consider in detail how the impact on archaeology will be assessed, its methodology for understanding the impact of the works on the significance of other designated heritage assets is less clear. Central to any methodology should be an initial assessment of the significance of each of the assets within the site boundary, and the wider 2km radius. This in turn should allow an understanding of the contribution made to the significance of these assets by their setting. This will then allow the impact of the development on these assets to be considered, which should cover the impact at each stage of the commissioning, operation and decommissioning of the project.

Care should also be taken using the matrix system proposed. While this system can have some benefit in an initial triage, it is a blunt tool that does not allow for a fully nuanced assessment. In particular, it can lead to a homogenising of assets of the same designation, when there are variations in their significance, and a considerable variation in how much of their significance derives from their setting. The matrix can also lead to the undervaluing of the importance of heritage assets, for example while it classes a grade II listed building as being of medium significance, this is a comparative term, and care should be taken that any assessment recognises that these are still assets of national significance.

Any assessment of the impacts of the proposals should also consider the potential for mitigation or minimising of harm to the significance of assets, where this exists. These recommendations should then be integrated into the development of the plans for bringing forward the site.

Humber Historic Environment Record (HHER) have commented that the proposed development lies in a landscape containing archaeological remains dating from the prehistoric, Romano-British, medieval, post-medieval and modern periods. Therefore, any development in this landscape has the potential to impact on archaeological remains from the above-mentioned periods and a suitable programme of archaeological work will be required to adequately assess and mitigate the potential harm from the development on the archaeological resource.

Therefore, we would agree with the initial multi-staged approach for the archaeological assessment outlined in the Historic Environment chapter of the Scoping Report. This would begin with a desk-based assessment and be followed by a walkover survey, geoarchaeological investigations (if appropriate), geophysical survey and trial trenching.

Comments from the Conservation Officer and HHER are included in Appendix E.

Traffic and Transport

Section 6.10 of the report (May 23) covers Traffic and Transport and Public Rights of Ways. It confirms the Environmental Statement (ES) will describe the likely significant effects of the proposed development on traffic and transportation resources within the study area. Vehicle movements to the application site will consist of Hazardous Loads (HL), Abnormal Load (AILs),

heavy goods vehicles (HGVs), light goods vehicles (LGVs) and cars. As part of AGS, a designated haulage route for construction and operational traffic over 3 tonnes were approved. This included the provision of a link road to prevent construction vehicle movement within the village of Aldbrough.

The EIA will identify potential effects from increased road traffic arising from the construction, operation and decommissioning of the proposed development. The significance of these effects will be assessed against recognised guidelines. Where required mitigation measures will be proposed to reduce these effects.

The report provides a brief overview of existing conditions and the application site setting, identifies the effects to be considered in the EIA, and defines the proposed methodology and approach to be undertaken for the traffic and transport assessment that will be presented in the ES.

Highway Development Management have confirmed that that they are broadly happy with the proposed scope of the environmental assessment for traffic and transport identified in Chapter 6.10 of the report (May 2023).

The provided information indicates that a TA/TP/CTMP covering all phases is required to meet the requirements of the ERLP Sustainable Transport SPD, much of what HDM would require is included in 6.10.5. Consideration should be made as to the future highway environment, and what mitigation is proportionate to the proposal.

Mitigation - 6.10.5.1 The Traffic and Transport ES chapter (and corresponding PEIR chapter) will provide details of proposed mitigation where appropriate. This is likely to be set out in specific plans including the following: a Construction Worker Travel Plan which is likely to be required to promote sustainable journeys during the construction phase of the Proposed Development and where possible reduce single occupant car journeys; a Construction Traffic Management Plan (CTMP) is likely to be required to consider options to mitigate the impact of the construction phase and associated traffic; and an Operational Traffic Management Plan (OTMP), if one is required, to mitigate the impact of the operational phase and associated traffic, otherwise known as an Operational Worker.

Travel Plan - 6.10.5.2 Further discussions will be required with the National Highways and ERYC regarding mitigation proposals in order to ensure that they are acceptable.'

Any new access should comply with the requirements of the DMRB in regard to the appropriate design and operation of such a junction and be approved by the Area Engineer and constructed with the relevant permissions, permits etc.

The following items should be considered as part of a TA/TP/CTMP.

1. Early engagement with the Councils Highway Area Engineers and the Abnormal Load team should be undertaken to look at the existing infrastructure, road furniture, junctions, and signage on the haul route to ensure that this meets the needs of the proposed use. Turning assessment/swept path analysis undertaken as a basis for any highway improvements. As this is an installation which has a negligible direct value to the residents and businesses in the East Riding. Reasonable financial

contribution towards any prior improvements/maintenance costs/re instatement or adoption of works undertaken to the haul route to be agreed with the Councils Highway Maintenance Area Engineer. This would ensure that the financial burden of any road safety interventions/other associated costs do not fall on the Council.

2. There are discussions with regards to 20mph limits in this case specifically though rural villages which should also be considered in respect of any calculation of journey times.

3. Haul Route: this is an established route and in principle is satisfactory from the capacity of the route, however any additional HGV will have an impact on the current mix of road users. There is a need to understand and reduce the impacts on cyclists/horse-riders/pedestrians/tourism and infrastructure along what is a rural route which links the local PRoW network, as well as integrating the HGV movements with existing agricultural movements for example harvest.

4. The move to the Safe System approach and Vision Zero is to be considered. The increase of collisions since 2020 has been partially noticeable and appear to be linked to volume of car movements which have returned to near 2019 levels. Any increase in volume of commuter is likely to result in a higher percentage of serious and fatal collisions, inappropriate speed/near pass incidents on rural roads. This is a substantial concern in the construction phase and the impact of commuting. There are discussions ongoing with regards to 20mph limits, in this case specifically though rural villages, which should also be considered in respect of mitigating projected increases in injury collision statistics and calculation of journey times on haul routes.

5. Residents' concerns, in respect of safe travel, enjoyment of the road network in relation to walking, horse riding/driving and cycling should be addressed as a priority and robust data produced to support that any proposed mitigations will be effective.

6. It is likely that highway safety concerns will result in many objections and an ongoing body of correspondence from MPs, Elected Members, Parish and Town Councils, as well as the public and local businesses. Facilitating a direct means of receiving and responding to these highways connected concerns during the construction and commissioning and decommissioning phases should be prioritised by the applicant so as the Councils Customer Service and Highway engineering teams are not overwhelmed.

7. Financial responsibility should be considered for any temporary traffic management on the haul route (i.e., temporary Traffic Lights etc.), if required by the Councils Road Safety Officers. In cases where an issue has been identified and there is no scope to improve the situation, a TTRO, signage and enforcement support for the duration of the works (2026-2029) should be considered on the route to site, from the junction with the A165.

8. Construction Workers (installation and decommission): There has been no suggestion that the development will provide accommodation on site and consideration should be made in line with the requirements of the NPPF to provide work and residential areas adjacent to one another to reduce the need for workers to travel.

9. The number of workers for this 3-year contract is stated to be 200. This suggests a worst-case scenario 400 new trips per day and a projected three-year demand for up to 200 single person and

family rental properties. Lack of suitable nearby accommodation may indicate that transport provision for workers from towns such as Leeds/Doncaster/Hull may be implicated.

10. Sustainable travel, transport, and distance from home to work data should be provided and mitigations considered such as on-site/local temporary accommodation. Parking and accessible EV charging (Building Regulations Approved Document S) provision should be sufficient to prevent workers parking on the public highway or overwhelming local capacity for EV charging.

11. In the case of the 50 Operational Workers proposed from 2029 for the life of the facility it is likely that these workers will integrate into the local community and are less likely to have a substantial impact on the local road network. In this case the proposal would simply need to comply with parking/turning for workers and deliveries, access, and EV charging facilities, in line with building regulations, best practice guidance and the Councils local design guide and any supplementary planning guidance current in 2029.

12. Provision of a risk assessment to include any mitigations to the risks involved to the road network in the case of specific events, including items such as impact from aircraft, terrorism, extreme weather events and damaged/faulty infrastructure. This is to provide reassurance that this has been considered and that any risks identified have been mitigated to answer concerns as to level of risk and responsibility and to answer objections based on risk to the local road network and responsibility for reinstatement. Comments and notes to applicant from Highway Development Management are attached in Appendix E.

Marine

Section 7 of the scoping report (May 23) considers the potential effects from construction, operation and maintenance, and decommissioning activities of the Marine Infrastructure. The following topics are to be considered in this section of the scoping report: Physical Environment and Water Quality, Benthic and Intertidal Ecology, Fish and Shellfish Ecology, Marine Mammals, Marine Archaeology, Commercial Fisheries, Seascape and Visual Resources, Infrastructure and Other Users and Shipping and Navigation. Subsea noise is considered as part of Marine Mammals, and Aviation and Radar was not considered as part of this Scoping Report due to the scale of the Proposed Development.

The Marine Management Organisation have commented that works activities taking place below the mean high-water mark may require a marine licence in accordance with the Marine and Coastal Access Act (MCAA) 2009. Such activities include the construction, alteration or improvement of any works, dredging, or a deposit or removal of a substance or object below the mean high water springs mark or in any tidal river to the extent of the tidal influence.

A wildlife licence is also required for activities that would affect a UK or European protected marine species.

With respect to projects that require a marine licence the EIA Directive (codified in Directive 2011/92/EU) is transposed into UK law by the Marine Works (Environmental Impact Assessment) Regulations 2007 (the MWR), as amended. Before a marine licence can be granted for projects that require EIA, MMO must ensure that applications for a marine licence are compliant with the MWR.

Under the Marine and Coastal Access Act 2009 ch.4, 58, public authorities must make decisions in accordance with marine policy documents and if it takes a decision that is against these policies it must state its reasons. MMO as such are responsible for implementing the relevant Marine Plans for their area, through existing regulatory and decision-making processes.

Marine plans will inform and guide decision makers on development in marine and coastal areas. Proposals should conform with all relevant policies, taking account of economic, environmental and social considerations. Marine plans are a statutory consideration for public authorities with decision making functions.

At its landward extent, a marine plan will apply up to the mean high water springs mark, which includes the tidal extent of any rivers. As marine plan boundaries extend up to the level of the mean high water spring tides mark, there will be an overlap with terrestrial plans which generally extend to the mean low water springs mark. 3

MMO response is attached at appendix E.

Socio-economic

Section 8.2 of the report (May 23) relates to socio-economic aspects of the proposed development. This chapter of the report confirms socioeconomic characteristics, providing a brief overview of existing conditions, identifies the effects to be considered in the EIA, and details the proposed approach to assessing the effects of the project.

East Riding of Yorkshire Council agree socio-economic effects of the proposal should be considered and included in the ES covering issues relating to employment, education, tourism, recreation and transport links. The assessment methodology should follow best practise guidance to ensure the potential socio-economic impacts are addressed.

Waste Management

Section 8.3 of the scoping report (May 23) considers the potential effects of the Proposed Development with respect to waste generation and management. The report provides a brief overview of existing conditions and the project site setting, identifies the effects to be considered in the EIA, and details the proposed approach to assessing the effects of the project.

You can contact the Environment Agency if unsure of the requirements when reusing, treating or disposing of waste. Further information can be sought from the Environment Agencies national customer contact centre on 03708 506 506.

Major Accidents and Hazards

Section 8.4 of the scoping report (May 23) relates to major accidents and hazards. The report provides an overview of the proposed approach to assessing the risks of Major Accidents and Disasters (MA&D) associated with the Project, which have the potential to cause significant adverse effects on human health, biodiversity, land, soil, water, air and climate and materials assets, cultural heritage, and the landscape.

The objective of the MA&D assessment will be to demonstrate that the vulnerability of the Project to risks of major accidents and/or disasters which are relevant to the proposed development have been considered. Where appropriate, the assessment will include measures that are envisaged to prevent or mitigate the significant adverse effects of major accidents and/or disasters on people and the environment, together with details of the proposed preparedness and response measures. East Riding of Yorkshire Council agree with this approach.

Health and Safety Executive (HSE) and National Grid Transmission responses are attached in Appendix E.

Human Health

Section 8.5 of the scoping report (May 23) relates to population and human health. The report confirms health and wellbeing will draw upon information from wider topic assessments undertaken as part of the EIA, and by looking at the effect of multiple impacts (e.g. from air pollution, noise, and traffic) also supports the overarching assessment of cumulative effects of the Project. Due consideration will be given to the inter-relationship of local populations and the physical environment with which they inhabit and interact with, to ensure that all determinants of health and wellbeing are considered. East Riding of Yorkshire Council agree with this approach.

Other Matters

Consultation – Details of any consultation that has taken place with statutory consultee's, Parish Councils, residents, and local organisations. You should provide evidence of this consultation and the feedback / advice provided by the various consultees.

Summary

It is considered that the submitted Scoping Report identifies the majority of the main environmental considerations likely to be significantly affected and the general methodology proposed for determining the significance of effects is also accepted. In preparing the ES account should be taken of the comments contained within this Scoping response and of the content of any consultation responses referred to above.

Copies of any responses received to the consultation are attached as Appendix E. If any further responses are received, then they will be forwarded under separate cover.

APPENDIX A

Information for Inclusion in Environmental Statements

Part 14, The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (the EIA Regulations)

- (1) An application for an order granting development consent for EIA development must be accompanied by an environmental statement.
- (2) An environmental statement is a statement which includes at least—
 - (a) a description of the proposed development comprising information on the site, design, size and other relevant features of the development;
 - (b) a description of the likely significant effects of the proposed development on the environment;
 - (c) a description of any features of the proposed development, or measures envisaged in order to avoid, prevent or reduce and, if possible, offset likely significant adverse effects on the environment;
 - (d) a description of the reasonable alternatives studied by the applicant, which are relevant to the proposed development and its specific characteristics, and an indication of the main reasons for the option chosen, taking into account the effects of the development on the environment;
 - (e) a non-technical summary of the information referred to in sub-paragraphs (a) to (d); and
 - (f) any additional information specified in Schedule 4 relevant to the specific characteristics of the particular development or type of development and to the environmental features likely to be significantly affected.
- (3) The environmental statement referred to in paragraph (1) must—
 - (a) where a scoping opinion has been adopted, be based on the most recent scoping opinion adopted (so far as the proposed development remains materially the same as the proposed development which was subject to that opinion);
 - (b) include the information reasonably required for reaching a reasoned conclusion on the significant effects of the development on the environment, taking into account current knowledge and methods of assessment; and
 - (c) be prepared, taking into account the results of any relevant UK environmental assessment, which is reasonably available to the applicant with a view to avoiding duplication of assessment.
- (4) In order to ensure the completeness and quality of the environmental statement—

(a) the applicant must ensure that the environmental statement is prepared by competent experts; and

(b) the environmental statement must be accompanied by a statement from the applicant outlining the relevant expertise or qualifications of such experts.

APPENDIX B

LIST OF USEFUL CONTACTS WITHIN LOCAL PLANNING AUTHORITY (LPA) FOR ENVIRONMENTAL IMPACT ASSESSMENT (EIA)

Development Management (DM) and Strategic Development Management (SDM) Stephen Hunt
Director of Planning and Development Management [REDACTED]

James Chatfield Strategic Development Services Manager [REDACTED]

Anna Wheldale SDM Team Leader [REDACTED]

Andrew Forsey Highway Control – Team Leader [REDACTED]

Case Officer Joanne Marshall Principal Planning Officer [REDACTED]

Policy Tom Banister Forward Planning Manager [REDACTED]

Noise, Odour and Dust Jonathan Tait Environmental Control Officer [REDACTED]

Drainage and Water Quality Mike Kitching Assistant Principal Engineer (LLFA) [REDACTED]

Archaeology and Cultural Heritage Steven Devey Conservation Officer [REDACTED]

James Goodyear Humber Historic Environmental Record [REDACTED]

Landscape and Visual Assessment James Chatfield Strategic Development Services Manager [REDACTED]
[REDACTED]

Biodiversity Officer Catherine White Nature Conservation and Ecology Officer [REDACTED]

Public Rights of Way and Countryside Access Andrew Chudley Countryside Access Officer [REDACTED]
[REDACTED]

APPENDIX C

POSSIBLE CONTENTS PAGE FOR ENVIRONMENTAL IMPACT ASSESSMENT (EIA) (GUIDE ONLY)

NON-TECHNICAL SUMMARY

Introduction
Project Description
Plans and Policies
Approach and Methodology
Noise, Dust and Vibration
Air Quality and Climate
Land and Soils
Drainage and Water Quality
Ecology and Nature Conservation
Archaeology and Nature Conservation
Landscape and Visual Amenity
Traffic and Transport Public Rights of Way
Other Effects
Conclusion

1.0 INTRODUCTION

1.1 Introduction
1.2 Background
1.3 Summary

2.0 APPROACH AND METHODOLOGY

2.1 Introduction
2.2 EIA in Generic Terms
2.3 Preparing an ES: Relevant Legislation and Guidance
2.4 Study Team's Approach
2.5 Study Area
2.6 Study Process
2.7 Data needed to identify and assess main effects
2.8 Consideration of Alternatives
2.9 Difficulties in Compilation and Assessment
2.10 Glossary of Key Terms
2.11 Summary

3.0 POLICIES AND PLANS

3.1 Introduction
3.2 Extant Policy, Legislation and Relevant Agencies
3.3 Specialist EIA Methodology for Land Use Planning Projects
3.4 Study Team's Approach
3.5 Planning Background
3.6 National Planning Policy
3.7 Local Planning Policy
3.8 Determination of Applications for Planning Permission
3.9 Summary

4.0 PROJECT DESCRIPTION

- 4.1 Introduction
- 4.2 Site, Location, Land Ownership, Access and Infrastructure
- 4.3 Description of Basic Development Proposal
- 4.4 Size, Scale and Design of Development
- 4.5 Infrastructure Arrangements
- 4.6 Access Arrangements
- 4.7 Construction Considerations
 - 4.7.1 Phasing
 - 4.7.2 Land Use Requirements
 - 4.7.3 Use of Material
 - 4.7.4 Description of Likely Effects
- 4.8 Operational Considerations
 - 4.8.1 Phasing
 - 4.8.2 Land Use Requirements
 - 4.8.3 Main Characteristics of Production Process
 - 4.8.4 Estimated Type and Quantity of Residues and Emissions
 - 4.8.5 Description of Likely Effects
- 4.9 De-commissioning Considerations
 - 4.9.1 Phasing
 - 4.9.2 Land Use Requirements
 - 4.9.3 Use of Material
 - 4.9.4 Description of Likely Effects
- 4.10 Enhancement and Mitigation Measures
- 4.11 The Stasis (“do nothing”) Scenario
- 4.12 Need for Development
- 4.13 Community Effects
- 4.14 Summary

5.0 NOISE

- 5.1 Introduction
- 5.2 Extant Policy, Legislation and Relevant Agencies
- 5.3 Relevant Methodology and Study Team’s Approach
- 5.4 Baseline Position
 - 5.4.1 Identification of existing resource
 - 5.4.2 Examination of existing resource
 - 5.4.3 Evaluation of existing resource
- 5.5 Impact Prediction
- 5.6 Assessment of Significance of Effects
- 5.7 Mitigation Measures
- 5.8 Other Considerations
- 5.9 Summary

6.0 ODOUR

- 6.1 Introduction
- 6.2 Extant Policy, Legislation and Relevant Agencies
- 6.3 Relevant Methodology and Study Team’s Approach
- 6.4 Baseline Position
 - 6.4.1 Identification of existing resource
 - 6.4.2 Examination of existing resource

6.4.3 Evaluation of existing resource

6.5 Impact Prediction

6.6 Assessment of Significance of Effects

6.7 Mitigation Measures

6.8 Other Considerations

6.9 Summary

7.0 DUST

7.1 Introduction

7.2 Extant Policy, Legislation and Relevant Agencies

7.3 Relevant Methodology and Study Team's Approach

7.4 Baseline Position

7.4.1 Identification of existing resource

7.4.2 Examination of existing resource

7.4.3 Evaluation of existing resource

7.5 Impact Prediction

7.6 Assessment of Significance of Effects

7.7 Mitigation Measures

7.8 Other Considerations

7.9 Summary

8.0 FOUL AND SURFACE WATER DRAINAGE/FLOOD RISK, GROUND CONDITIONS AND WATER RESOURCES

8.1 Introduction

8.2 Extant Policy, Legislation and Relevant Agencies

8.3 Relevant Methodology and Study Team's Approach

8.4 Baseline Position

8.3.1 Identification of existing resource

8.3.2 Examination of existing resource

8.3.3 Evaluation of existing resource

8.4 Impact Prediction

8.5 Assessment of Significance of Effects

8.6 Mitigation Measures

8.7 Other Considerations

8.8 Summary

9.0 ECOLOGY AND NATURE CONSERVATION

9.1 Introduction

9.2 Extant Policy, Legislation and Relevant Agencies

9.3 Relevant Methodology and Study Team's Approach

9.4 Baseline Position

9.4.1 Identification of existing resource

9.4.2 Examination of existing resource

9.4.3 Evaluation of existing resource

9.5 Impact Prediction

9.6 Assessment of Significance of Effects

9.7 Mitigation Measures

9.8 Other Considerations

9.9 Summary

10.0 ARCHAEOLOGY AND CULTURAL HERITAGE

- 10.1 Introduction
- 10.2 Extant Policy, Legislation and Relevant Agencies
- 10.3 Relevant Methodology and Study Team's Approach
- 10.4 Baseline Position
 - 10.4.1 Identification of existing resource
 - 10.4.2 Examination of existing resource
 - 10.4.3 Evaluation of existing resource
- 10.5 Impact Prediction
- 10.6 Assessment of Significance of Effects
- 10.7 Mitigation Measures
- 10.8 Other Considerations
- 10.9 Summary

11.0 LANDSCAPE AND VISUAL AMENITY

- 11.1 Introduction
- 11.2 Extant Policy, Legislation and Relevant Agencies
- 11.3 Relevant Methodology and Study Team's Approach
- 11.4 Baseline Position
 - 11.4.1 Identification of existing resource
 - 11.4.2 Examination of existing resource
 - 11.4.3 Evaluation of existing resource
- 11.5 Impact Prediction
- 11.6 Assessment of Significance of Effects
- 11.7 Mitigation Measures
- 11.8 Other Considerations
- 11.9 Summary

12.0 TRAFFIC AND TRANSPORT

- 12.1 Introduction
- 12.2 Extant Policy, Legislation and Relevant Agencies
- 12.3 Relevant Methodology and Study Team's Approach
- 12.4 Baseline Position
 - 12.4.1 Identification of existing resource
 - 12.4.2 Examination of existing resource
 - 12.4.3 Evaluation of existing resource
- 12.5 Impact Prediction
- 12.6 Assessment of Significance of Effects
- 12.7 Mitigation Measures
- 12.8 Other Considerations
- 12.9 Summary

13.0 OTHER EFFECTS

- 13.1 Introduction
- 13.2 Extant Policy, Legislation and Relevant Agencies
- 13.3 Relevant Methodology and Study Team's Approach
- 13.4 Residual Impacts and Effects
- 13.5 Off-site Impacts and Effects
- 13.6 Synergistic Impacts and Effects
- 13.7 Summary

14.0 DETAILS OF CONSULTATION

15.0 CONCLUSION, APPENDICES, MAPS, PLANS AND ILLUSTRATIONS

APPENDIX D

LIST OF LIKELY TOPICS FOR INCLUSION WITHIN AN ENVIRONMENTAL STATEMENT

Introduction

The LPA's officers consider that the LPA's scoping opinion should focus the ES on topic areas with the potential to be subject to greatest adverse significance, but not that an applicant in some way uses that opinion to justify the exclusion of other topic areas (not least of all because the consideration of cumulative and other impacts/effects may require baseline data on topic areas that may not be subject to significant adverse effects in their own right). The officers therefore expect the ES to "cover" all topic areas, but to stop short of covering each in an exhaustive fashion only when it becomes apparent that the development proposal would clearly not give rise to significant adverse effects in relation to these topic areas.

Development Consideration

The LPA's officers would expect the ES to include the following:-

- method statement: assessment methodology and guidance; data needed to assess impact/effect; study area; study process; difficulties encountered in preparation; glossary of key terms; (e.g. difference between impact and effect, importance and significance); consideration of alternatives
- consideration of land use and transportation planning policies; relevant policies at a national and local level; development control issues (e.g. development briefs, supplementary planning guidance);
- detailed description of the existing site and development proposal: site, location, land ownership, access, infrastructure (including current and expected vehicle movements and impact/effects to local/regional road network); size, scale and design; construction, operation and de-commissioning considerations; consideration of any operational aspects not present at existing site; extent of bunding (if any); timescale, phasing, hours of operation; codes of practice; land use requirements; use of material; description of likely effects; mitigation measures; need for development; community effects (see possible contents page for more details/effects).

Environmental Considerations

The LPA's officers would also expect the ES to contain an identification, examination and evaluation of the baseline position (in terms of source, pathway and receptor), a prediction of impact/effects, assessment of significance of impact/effects and prescription of mitigation measures regarding the respective construction, operation and de-commissioning/restoration stages of the development proposal as appropriate in terms of the following:

- population: numbers of local residents within earshot and/or visual envelope of amenity; sensitive receptors (e.g. schools, old people's homes); access and recreation; public concerns; consultation and opportunities for residents/the public to comment
- noise (and vibration): ambient noise levels, exceedance of threshold levels, correlation between sound levels (with bunding) and distance from site, compensation awards (if any); ancillary vibration (if any) -
- air quality (and climate): IPC/LAAPC processes in vicinity; national air quality objectives and local air quality management; ambient air quality of roads; dust/grit, smell; wind-throw; climatic factors (if any); pollutant linkages (if any)

- land and soils: geology and soils; depths; designated sites (if any); historic uses; tips, landfills, mineral workings; agricultural land classification; contaminated land (if any); soil storage considerations; import/export of soils off-site; pollutant linkages (if any)
- drainage and water quality: hydrological regime; location and quantity of run-off; aquifers and abstraction bore-holes; current water quality; potential for sediment land and nutrient enrichment/eutrophication; controlled waters, flow rates and directions, washland, nitrate (or other) sensitive zones (if any), trade effluent consents, discharge consents, flood defence/ protection, water springs, catchment area, drainage network; pollutant linkages (if any)
- flora and fauna: sites and species (protected or other): trees, hedgerows, grasses and other vegetation; habitat types Biodiversity Action Plans, management plan considerations; species in general; species particular to specific species or types of flora found on site
- archaeology and cultural heritage: properties and areas (protected or other); listed buildings; conservation areas; sites, finds and features of interest; world heritage sites; historic parks and gardens; historic battlefields; historic landscapes
- landscape and visual amenity: site context (protected or other): resource; visually intrusive plant or machinery; green belts; tree preservation orders; Map of England status; landform, land cover - existing views to and from the site; perceptions of change of amenity; light pollution (if any); landscape elements; landscape quality and character, landscape receptors, visual characteristics, zone of visual influence
- interaction of any of the foregoing: indirect impact/effects to population; cumulative impact, synergistic impact, negative and positive impact; primary and secondary impacts.

Propriety

In considering propriety, the LPA's officers would expect the applicant to examine and assess topic areas in detail up to the point at which evidence substantiates the view that the development proposal would clearly not lead to significant adverse effects in relation to these (and that no further consideration of that topic area is therefore necessary for the purpose of the ES). Their reasons for doing so are as follows:-

- to ensure that scoping opinions do not lead to the exclusion of factors and topic areas needed to evaluate the inter-action of topic areas specified in Part 5 of the 2017 Regs
- to ensure that ESs are comprehensive, and provide the basis of informed decisions (rather than subjective ones)
- to err on the side of caution, and leave no stone untouched in the EIA process
- to place the onus of proof on the developer/applicant to provide the case (however brief) for or against the consideration of a particular topic area.

Summary

The LPA's officers take the view that just because something seems to be unimportant at the outset of an ES does not mean that it is unimportant. The LPA's scoping opinion therefore seeks to encourage a systematic analysis of the development proposal and site environment, albeit some factors are more likely than others to prove to be determinants of the final decision. Such a systematic analysis will help ensure that the ES concerned is both consistent and comprehensive, and thereby more cost-effective for the LPA to review.

APPENDIX E

Consultation Responses

- Natural England
- Yorkshire Water Services
- Environment Agency
- National Grid Plant
- South Holderness Internal Drainage Board - Health and Safety Executive
- Northern Gas Networks - Garton Airfield (upon receipt)
- Humberside Airport (upon receipt)
- CAA Safeguarding (upon receipt)
- NATS Safeguarding - Marine Management Organisation

- East Riding of Yorkshire Council;
 - Public Protection,
 - Lead Local Flood Authority,
 - Land Drainage,
 - Conservation,
 - Humber Historic Environment Record,
 - Nature Conservation and Ecology Officer (upon receipt),
 - Sustainable Development;
 - Biodiversity Officer;
 - Coastal Engineer; (upon receipt)
 - Highway Development Management; and
 - Trees Team (upon receipt).

Consultee Comments for Planning Application

23/02803/EIASCO

Application Summary

Application Number: 23/02803/EIASCO

Address: Gas Line Facility SSE Hornsea Limited Garton Road Aldbrough East Riding Of Yorkshire

Proposal: EIA Scoping Opinion - Aldbrough Hydrogen Storage Project

Case Officer: Mrs Joanne Marshall

Consultee Details

Name: . Sustainable Development

Address: East Riding Of Yorkshire Council, County Hall, Cross Street Beverley, East Riding Of Yorkshire HU17 9BA

Email: Not Available

On Behalf Of: Sustainable Development

Comments

My comments are related specifically to the adjacent LWS sites. Other designations should be considered by the appropriate agencies.

This identifies the Humber Estuary SSSI / SPA / Ramsar for consideration. This is particularly important as Natural England have a strong focus on functionally linked land (FLL). This is land which is used by birds from the Humber SSSI / SPA for resting or feeding. The size of the site, its arable use, open aspect and proximity to the Humber Estuary make it a suitable site for birds from the Humber to use as FLL. I would expect Natural England to require a wintering bird survey which would evaluate any use by birds from the Humber. Mitigation may be required if the site supports more than 1% of the Humber population, although Natural England has considered a lower figure to be significant for Curlew.

If an application is submitted before BNG becomes mandatory, I recommend that the application is supported by a Biodiversity Enhancement and Management Plan (BEMP). This should detail how habitat and species features will be conserved, enhanced and / or created. This has become standard best practice with major solar farm applications.

Provided that no works, waste or materials associated with the development are stored or deposited within Bail Woods, they should not be adversely impacted by the development. In my view Garton-Humbleton verge dLWS will be unaffected by this development.

Re: Aldbrough Hydrogen Storage Project 23/02803/EIASCO

Neil Mclachlan [REDACTED]@eastriding.gov.uk>

Wed 06/12/2023 16:49

To: Joanne Marshall [REDACTED]@eastriding.gov.uk>

Hi Joanne,

My apologies for the late arrival of my feedback comments.

I've now checked proposed development scoping documents against our coastal monitoring data to check whether the project could be affected by coastal erosion or have an adverse impact upon coastal processes, I can confirm the following.

Cliff erosion:

- The above ground assets associated with Site 2, as per the EIA Scoping Report Fig 2.1 would be approximately 1003m off the cliff edge as last surveyed by this council in April 2023.
- at the Site 2 location coastal erosion as recorded by this Council's monitoring post number 68 is currently 1.90m/yr with a maximum individual loss of 14.34m
- These figures would give the Site 2 an expected life of approximately 520 years, but this does assume that past erosion rates continue, which may not be the case. Based upon this life estimate Site 2 should not be adversely affected by coastal erosion
- Based upon details provided with the scoping report Fig 2.3 the onshore pipelines should not be affected by coastal erosion.

Coastal processes:

The scoping document clause 2.4.3.5 states that '*A temporary cofferdam will be constructed on the beach at the base of the cliff (see Figure 2.1). This will be used to connect the pipework from offshore to onshore. The cofferdam will likely comprise steel sheet piles on all four sides and will be removed following construction*'.

Specific details on the arrangement and dimensions of this cofferdam and how long it would be required do not appear to have been provided, but such beach works could potentially have negative impacts upon the areas coastal processes, principally through interruption of intertidal sediment transport. Further details would be required to determine the magnitude of these impacts, but this issue and how it will be monitored and mitigated needs to be given consideration within the application documents.

Additionally the scoping documents do not appear to have provided any detail on the beach access arrangements, beach access would presumably be required during the construction phase to support the HDD and pipework installation. The application needs to provide beach access arrangement details and should give consideration as to how these could impact the areas coastal processes and local cliff erosion rates.

Regards Neil

Neil Mclachlan

Senior Coastal Engineer - Flood & Coastal Risk Management

www.eastriding.gov.uk



From: Joanne Marshall [REDACTED]@eastriding.gov.uk>

Sent: 06 December 2023 11:20

To: Neil Mclachlan [REDACTED]@eastriding.gov.uk>

Subject: Aldbrough Hydrogen Storage Project 23/02803/EIASCO

Conservation Team Comments

Site: Gas Line Facility, SSE Hornsea Limited, Garton Road, Aldbrough

Application Reference: 23/02803/EIASCO

The applicant has submitted a scoping opinion for land on Garton Road in Aldbrough, relating to the proposals to create the Aldbrough Hydrogen Storage Project. The scoping opinion proposes to scope in the historic environment. We agree with this conclusion.

Section 6.9 of the report sets out the proposed methodology for the assessment of the impact on heritage assets, as well as the radius around the site which is proposed to be included in any assessment. The proposed radius of 2km is sufficient to encompass any above ground heritage assets. However, we are not fully convinced by the proposed methodology. While it appears to consider in detail how the impact on archaeology will be assessed, its methodology for understanding the impact of the works on the significance of other designated heritage assets is less clear.

Central to any methodology should be an initial assessment of the significance of each of the assets within the site boundary, and the wider 2km radius. This in turn should allow an understanding of the contribution made to the significance of these assets by their setting. This will then allow the impact of the development on these assets to be considered, which should cover the impact at each stage of the commissioning, operation and decommissioning of the project.

Care should also be taken using the matrix system proposed. While this system can have some benefit in an initial triage, it is a blunt tool that does not allow for a fully nuanced assessment. In particular, it can lead to a homogenising of assets of the same designation, when there are variations in their significance, and a considerable variation in how much of their significance derives from their setting. The matrix can also lead to the undervaluing of the importance of heritage assets, for example while it classes a grade II listed building as being of medium significance, this is a comparative term, and care should be taken that any assessment recognises that these are still assets of national significance.

Any assessment of the impacts of the proposals should also consider the potential for mitigation or minimising of harm to the significance of assets, where this exists. These recommendations should then be integrated into the development of the plans for bringing forward the site.

RB 22.09.2023

Katherine Bulled

From: Miles, Aaron <[REDACTED]@environment-agency.gov.uk>
Sent: 10 October 2023 17:17
To: Planning
Subject: 23/02803/EIASCO - Gas Line Facility SSE Hornsea Limited, Garton Road, Aldbrough, East Riding Of Yorkshire.
Attachments: EIA SCOPING OPINION CONSULTATION - ALDBROUGH HYDROGEN STORAGE PROJECT.pdf

[CAUTION]This email was sent from **outside of your organisation**. Do not click any links, preview or open attachments, or provide any log-in details unless you recognise the sender and know the content is safe.

Good Afternoon,

The Planning Inspectorate previously consulted the Environment Agency on this scoping report in June 2023. As the scoping report for both consultations was the same, please see attached a copy of the Environment Agency's previous comments.

Kind Regards,

Aaron Miles

Sustainable Places – Planning Advisor

Environment Agency | Lateral, 8 City Walk, Leeds, LS11 9AT

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The Planning Inspectorate

Our ref: XA/2023/100004/01-L01

Your ref: EN030003-000007

[via email

aldbroughhydrogenstorage@planninginspectorate.gov.uk]

Date: 28 June 2023

To whom it may concern,

EIA SCOPING OPINION CONSULTATION - ALDBROUGH HYDROGEN STORAGE PROJECT. ALDBROUGH HYDROGEN STORAGE PROJECT, EAST RIDING OF YORKSHIRE.

Thank you for your consultation on the EIA Scoping Opinion for the above project. We have reviewed the Scoping Report by ERM, referenced 0630444 Version 04 and dated 31 May 2023, and have the following advice:

We broadly agree with the topics to be scoped in and out of further assessment within the Environmental Statement (ES). We have provided our advice on the topics within our remit below. These are in the order prescribed by the Scoping Report for ease of reference.

CHAPTER 2: PROPOSED DEVELOPMENT

2.8 Decommissioning

This section is vague in some areas, in particular regarding the decommissioning process for subsurface infrastructure. We are supportive of the proposals to remove the marine infrastructure above the seabed, but further clarity on plans for the subsurface elements will also be important to help with identification of any residual risks beyond the operational stage (e.g. resulting from coastal recession beyond the project lifespan). This is particularly important given that part of the development falls within a Coastal Change Management Area (CCMA; see comments on Section 7.3 for more detail) and so should demonstrate capacity of adaptation to the impacts of climate change including coastal change.

PLANNING & POLICY CONTEXT

3.3 Planning and Consenting Context

As highlighted in section 3.3.2 of the Scoping Report, the construction and operation of the proposed development may require a number of environmental permits and early discussions with the Environment Agency about this will be important.

Installations

Cont/d..

The Scoping Report discusses the potential need to manage releases of hydrogen to the atmosphere (due to maintenance, emergency operation etc.) through either venting or flaring (section 2.7). We would like to see further exploration of the environmental costs/benefits of flaring versus venting. It is difficult to comment further at this point due to uncertainties around the scale and frequency.

Section 6.5.7.2 states *“the only relevant emissions to the atmosphere associated with the operation of the Hydrogen Storage Facility will be from emergency flaring and flaring during maintenance, and this is only if the flaring option is preferred over venting. Therefore, operation of the Hydrogen Storage Facility is scoped out of further assessment except for emergency flaring and flaring during maintenance.”*

An issue that needs addressing further is developing a rationale for whether venting or flaring is preferable, this would necessarily include quantifying the impact of the Greenhouse Gas (GHG) potential of vented hydrogen. The ‘UK Low Carbon Hydrogen Standard (Guidance on the greenhouse gas emissions and sustainability criteria’ states that *“Incomplete combustion in any flares may result in some residual hydrogen being released to the atmosphere. This is expected to be negligible provided flares are well designed and maintained. It is especially important that “routine” vents are minimised. Occasional vents may be permissible, for example if they are deemed to be necessary for safety. As a priority, plants should minimise all cold venting of hydrogen.”*

This standard points towards flaring as being a preferred option to venting. An evaluation by the applicant of the impact of venting should consider whether potential local impacts from NO_x due to flaring is a better overall solution compared to the GHG implications of venting hydrogen.

The role of salt caverns as an emission source for hydrogen is considered as part of ‘Fugitive Hydrogen Emissions in a Future Hydrogen Economy (DESNZ publication).’ This suggests that *“Hydrogen emissions from underground storage of hydrogen in salt caverns are predicted to be very low. The main mechanism for leakage will be from the surface plant during maintenance or emergency venting and technologies could in principle be developed to reduce, or even eliminate these”*

As the Aldbrough project is at an early development stage it would seem appropriate from the outset to consider whether releases of hydrogen could be managed via flaring (as a minimum) rather than vented, to ensure that emissions from the storage sector are minimised in line with modelling done so far to support Department for Energy Security and Net Zero (DESNZ) ambitions and future expectations.

Failure to minimise fugitive hydrogen emissions will offset GHG emission savings that can be made by using hydrogen. Minimising hydrogen emissions through flaring may be a better option than venting as hydrogen recombining technology develops, particularly for potential hydrogen releases during planned maintenance. During consideration of flaring versus venting, opportunities for low NO_x flare design can be explored to minimise potential local impacts.

Dewatering / Abstraction

If dewatering is required, it may require an environmental permit if it doesn’t meet the exemption in The Water Abstraction and Impounding (Exemptions) Regulations 2017 Section 5: Small scale dewatering in the course of building or engineering works.

[Temporary dewatering from excavations to surface water: RPS 261 - GOV.UK \(www.gov.uk\)](http://www.gov.uk)

If the applicant does not meet the exemption and require a full abstraction licence, they should be aware that some aquifer units may be closed for new consumptive abstractions in this area. More information can be found here: [Abstraction licensing strategies \(CAMS process\) - GOV.UK \(www.gov.uk\)](http://www.gov.uk)

Please note that the typical timescale to process a licence application is 9-12 months. The applicant may also need to consider discharge of groundwater, especially if it is contaminated. More information can be found here: [Discharges to surface water and groundwater: environmental permits - GOV.UK \(www.gov.uk\)](http://www.gov.uk)

Groundwater Activities

The use of drilling muds for the directional drilling may require a groundwater activity permit unless the 'de minimis' exemption applies. Early discussion about this is also recommended.

A notice of the intention to construct or extend a boring for the purpose of searching for or extracting minerals (Form WR11) under section 199 of the Water Resources Act 1991 is required. An assessment of the proposed drilling fluids that will be used may be required as part of this WR11 application if they are not covered by a groundwater discharge permit or exemption. This should be submitted along with a method statement detailing how the work will be undertaken in a way that protects water.

CHAPTER 6: TERRESTRIAL TOPICS

6.3 Geology & Ground Conditions

The site is underlain by superficial deposits comprising Glacial Till above Alluvium, which are classified as Secondary undifferentiated and Secondary A aquifers, respectively. The Rowe Chalk Principal aquifer lies beneath the superficial deposits and extends to around 600m below ground level. As the proposed development involves the drilling of 9 boreholes to create voids at a depth of around 1700 to 1900m bgl, the full geological sequence is included in the report; beneath the Rowe Chalk lies the Lower Lias Formation, Penarth Beds, Mercia Mudstone, Sherwood Sandstone, the salt-bearing Permian Zechstein Formation and the Coal Measures.

The chalk aquifer is known to be brackish and saline in this area, but should be protected, along with the secondary aquifers, from additional contamination or saline intrusion.

Section 6.3 of the Scoping Report identifies the onshore geology and ground conditions of relevance to the Hydrogen Storage Facility and considers the potential effects from construction, operation, maintenance and decommissioning activities. Geology and ground conditions have been scoped into the ES.

The report has identified the controlled water receptors that will be included in the Phase 1 Desk Study that has been proposed to support the ES. The Scoping Report goes on to state that the desk study, "*will then be followed up with further site-specific ground investigation surveys (including a groundwater monitoring regime) Any pertinent geological, hydrogeological and ground contamination information collected during further ground investigation can be used to inform the baseline.*" It may be that

this baseline data will be useful baseline data for any permits that may be required at the site.

The physical intrusion of unsuspected contamination into groundwater will be included as part of the ES and will include risks from drilling fluids. An assessment of the risks to controlled waters from drilling muds, which can include numerous chemicals, is likely to be required. It is possible that a permit for their use may be required, unless an exemption applies. Early discussion with the Environment Agency about the permitting requirements is therefore important.

Paragraph 6.3.3.19 states that “*no potable groundwater abstractions are recorded within 500 m of the Hydrogen Storage Facility.*” We are aware of a deregulated groundwater abstraction licence at TA 272 372 that falls inside the development area. The use is ‘General Farming and Domestic’ and, given the poor quality of the groundwater in this area, it is unlikely that it will be used for drinking water. However, the applicant should ensure that all private water supplies are considered in their assessment.

6.4 Water Resources and Flood Risk

Section 6.4 of the Scoping Report identifies the Water Resources and Flood Risk interests of relevance to the proposed development upon the hydrological environment. It considers the potential effects from construction, operation and maintenance and decommissioning activities of the proposed development.

Groundwater

In terms of assessing risks to controlled waters, there is some overlap with the previous chapter, 6.3 Geology and Ground Conditions.

Impacts on public and private water supplies (including licensed abstractions and discharges) during construction and operation have been scoped into the ES. Impacts on groundwater from wellhead drilling have also been scoped into the assessment. We welcome this, and as mentioned earlier, it is possible that an assessment of drilling fluids will be required.

Dewatering of groundwater is mentioned in Table 6.2, but it is not clear whether this will be from the chalk or just the superficial deposits. This information is important to foresee whether any activity could induce a large component of highly saline water into the chalk here.

It is not clear from the information presented how surface water will be managed at the site during construction and operation. For instance, the leaching area may have the potential to cause contamination of the underlying aquifer, so drainage must be carefully managed. This information should be included in the ES.

Plugging of wells at decommissioning will also need to be considered. Section 2.10.4 of the Scoping Report states that the assessment should include an appraisal of potential risks to groundwater and that an abstraction licence may be required for the removal of brine from the cavities. Early consultation regarding the need for environmental permits will be crucial and this should include discussion around the proposed disposal route for the brine, as a discharge consent may be required. The report mentions that an existing abstraction will be used for the rewatering of the voids. The applicant must that this licence has sufficient capacity to support the rewatering.

Pollution Prevention

Having the appropriate pollution prevention measures in place to protect the water environment during the construction and operational phases is also an important factor that must be considered.

Pollution prevention has been scoped out of further assessment and will instead be incorporated into the Construction Environment Management Plan. We are satisfied with this approach, but the applicant should provide the following information:

The report states that soils and geology will only be exposed to impacts within the temporary construction and permanent surface infrastructure footprints (central processing area, well head platforms and onshore cofferdam) noting that the locations and extents of activities will be refined as the design progress. Having the appropriate pollution prevention measures in place to protect the water environment during the construction and operational phases is crucial. Foundations for the proposed buildings and infrastructure have not been mentioned in the Scoping Report. Pollution prevention from any foundation works, if they are required, should be incorporated into the ES.

Flood Risk

We are pleased to note that flood risk will be considered further within the ES.

The following policy and strategy documents are also relevant data sources that should be included in paragraph 6.4.3.1:

- The Flamborough Head to Gibraltar Point Shoreline Management Plan (SMP; 2010)
- National Flood and Coastal Erosion Risk Management Strategy
- The East Riding of Yorkshire (ERYC) Level 1 Strategic Flood Risk Assessment (SFRA)

The main site is predominantly in Flood Zone 1, with a low probability of flooding from rivers and/or the sea. The exception is the beach area, which is within Flood Zone 3, with a high probability of flooding from rivers and/or the sea. The Sequential Test will therefore be required to be passed, as outlined in National Policy Statement (NPS) EN-1 and National Planning Policy Framework (NPPF).

The vulnerability classification of this development has not been confirmed, but we have assumed it will be 'essential infrastructure', as defined in [Annex 3](#) of the NPPF. If the site needs to be located in areas at risk of flooding, then the Exception Test must also be applied and a site-specific flood risk assessment (FRA) submitted. In line with the [footnotes to Table 2](#) of the Planning Practice Guidance (PPG), 'essential infrastructure' located within Flood Zone 3a should be designed and constructed to remain operational and safe in times of flood.

The FRA should consider flood risk from various sources. The Level 1 ERYC SFRA provides a useful starting point for this assessment. Specifically, issues relating to surface water and groundwater will need to be considered alongside tidal and fluvial flood risk and, where present, artificial sources of risk from sewers or reservoirs.

The applicant's infrastructure within the open sea must consider the influence of tides, storm surge and waves, ensuring it is resilient to flood and coastal risk, including (where relevant) accounting for the impacts of climate change.

The applicant should identify if additional modelling will be required. It may also be required to ensure the full range of climate change scenarios are incorporated, as per the current guidance, available at <https://www.gov.uk/guidance/flood-risk-assessments-climate-change-allowances>, and accounting for residual sources of flood risk (e.g. breach, pump failure, etc...).

It is stated, in section 2.8 of the report, that the project has an operational lifetime of 30 years. Please note that the PPG ([Paragraph: 006 Reference ID: 7-006-20220825](#)) states that non-residential development should include an assessment of flood risk over at least 75 years. We highlight the need for full justification for assessing less than that, and that this may have a bearing on the evidence required and/or need for further modelling. We recommend that a longer period is assessed, to ensure that the development will remain safe from the effects of climate change. The assessment of future flood risk should incorporate a credible maximum scenario and should also be able to demonstrate how proposals can be adapted over their predicted lifetimes to remain resilient to the credible maximum climate change scenario, as required by NPS EN-1.

The applicant should contact the Environment Agency, at neyorkshire@environment-agency.gov.uk, to obtain any relevant flood risk modelling evidence that we hold. Please note that depending on their chosen location(s), there are likely to be gaps relating to the type and content of detailed modelling that may be available. The applicant may need to commission additional modelling where relevant to the development, for example where they require a credible maximum climate change scenario.

The open sea location (Figure 1.2) whilst relatively close to shore, is unlikely to have any impact on terrestrial flood risk. A consideration for any assessment is whether there is any in-combination or cumulative effects of these similar developments on flood risk or coastal processes, so we are pleased to note that the FRA will consider the cumulative impacts of flood risk (as stated in Table 9.2).

The applicant's infrastructure within the open sea must consider the influence of tides, storm surge and waves, ensuring it is resilient to flood and coastal risk, including (where relevant) accounting for the impacts of climate change.

There are no main rivers situated within the red line boundary, but there are ordinary watercourses that exist in close proximity to the current shoreline position. ERYC, as the lead local flood authority, should therefore be consulted. Part of the site is covered by the South Holderness Internal Drainage Board, who must also be notified of the proposals.

Water Resources

The proposal is to abstract 1,000m³/hour (or 0.28m³/s or 24MI/d) of sea water, from over 700m off the coast (Figure 2.3), for solution mining, with all of it being returned/pumped back at virtually the same location. In terms of water availability for abstraction, the volume is available. Unlike water quality discharge permits that do cover coastal water, the abstraction of sea water is exempt from licencing. All the water abstracted can then be used as seen fit by the applicant, but the applicant must be aware of the possible need for other consents / permits from the Environment Agency and other bodies, in relation to the use and discharge of waste from processes using sea water.

Following The Water Abstraction (Transitional Provisions) Regulations 2017, dewatering for construction or quarrying purposes is now regulated by the Environment Agency,

under the Water Resources Act 1991. This means that all processes involved with the construction and the subsequent operation of the site will require an abstraction licence to dewater more than 20m³/day. It is likely from the plans that large amounts of underground construction are going to take place and, once the solution mining begins, in all areas where more than 20m³/day is to be removed, a licence is needed.

Currently, Abstraction and Impoundment is not part of the Environmental Permitting Regulations (EPR) and therefore a Water Quality discharge permit is needed, separate to any abstraction licence if, for example, water is abstracted through de-watering but then treated as part of a discharge permit.

There is an existing groundwater abstraction just out of the scoping area boundary, (licence NE/026/0033/011) with an annual limit of 500,000m³/year, which is held by SSE Hornsea Limited and referenced in the Scoping Report.

There is no indication of water usage by the workforce during construction of the wells and caverns and where this water is going to come from. Abstraction of fresh water not used for dewatering (consumptive usage) is subject to licencing under the Water Resources Act 1991. The site location means that it sits on the chalk aquifer and in the Humbleton Beck Catchment (water body ID GB104026066610), with part of the scoping area also falling into the Burton Pidsea Drain Lower Catchment (water body ID GB104026066590). Should the operator wish to use water for consumptive usage, any abstraction licencing here for fresh water will be assessed accordingly on a case-by-case basis. Both water bodies have limited water availability. It is also advisable for a location of this size to have water efficiency and storage capability; examples being rainwater harvesting or an abstraction into storage reservoirs only used in winter or during high flow conditions. In addition to this, any de-watered water may be stored for other usage, but this would mean secondary metering for the water that is consumed and water that is returned, as they are charged differently depending on water loss.

Although the existing abstraction licence held by SSE Hornsea is to be used for re-watering the existing caverns, in addition to new licences the applicant may wish to look at the possibility of utilising water from this licence for other purposes, should this be appropriate, or make variations to the current licence to fit any new usage or purpose. Should it be used for the new development, or to make a new application for a licence for any of the purposes listed above, the operator must contact psc-waterresources@environment-agency.gov.uk to ensure they have the correct forms and guidance to fill them in. As stated previously, consumptive and non-consumptive water use is charged differently, so additional metering may be required if there are separate processes on site that have 100% return to the environment and less than 100%, for example.

6.5 Air Quality

Where development involves the use of any non-road going mobile machinery with a net rated power of 37kW and up to 560kW, that is used during site preparation, construction, demolition, and/ or operation, at that site, we strongly recommend that the machinery used shall meet or exceed the latest emissions standards set out in [Regulation \(EU\) 2016/1628](#) (as amended).

Use of low emission technology will improve or maintain air quality and support LPAs and developers in improving and maintaining local air quality standards and support their net zero objectives.

We also advise, the item(s) of machinery must also be registered (where a register is available) for inspection by the appropriate Competent Authority, which is usually the local authority.

The requirement to include this may already be required by a policy in the local plan or strategic spatial strategy document. The Environment Agency can also require this same standard to be applied to sites which it regulates. To avoid dual regulation, this advice should only be applied to the site preparation, construction, and demolition phases at sites that may require an environmental permit.

Non-Road Mobile Machinery includes items of plant such as bucket loaders, forklift trucks, excavators, 360 grab, mobile cranes, machine lifts, generators, static pumps, piling rigs etc. The Applicant should be able to state or confirm the use of such machinery in their application.

6.7 Ecology & Nature Conservation

All potential construction and post construction impacts have been identified and adequate mitigation put forward.

Section 6.8.5 'Mitigation' is very thorough and suggests adequate mitigation for any loss of habitat. This will form the basis for the Biodiversity Net Gain (BNG), which will soon be a legal requirement for Nationally Significant Infrastructure Projects. We therefore support the applicant's intention to provide at least 10% BNG, as part of the proposals.

New developments should not only protect watercourses and their riparian corridors, but also provide overall net gain for biodiversity. Net gain for biodiversity is defined as delivering more or better habitats for biodiversity and demonstrating this through use of the Defra Biodiversity Metric. It encourages development that delivers biodiversity improvements through habitat creation or enhancement after avoiding or mitigating harm.

This approach is supported by section 4.5 of NPS EN-1, and paragraphs 174 and 179 of the NPPF.

The enhancement of biodiversity in and around development should be led by a local understanding of ecological networks, and should seek to include:

- habitat restoration, re-creation and expansion;
- improved links between existing sites;
- buffering of existing important sites;
- new biodiversity features within development; and
- securing management for long term enhancement

The Environment Act 2021 looks to ensure that the overall impact from development on the environment is positive. The Act includes measures to strengthen local government powers in relation to net gain and a minimum requirement of 10% biodiversity net gain.

The [PPG](#) provides guidance on the application of net gain and the Chartered Institute of Ecology and Environmental Management (CIEEM), together with CIRIA and the Institute of Environmental Management and Assessment have published guidance on how to deliver net gain in practice. These can be downloaded [here](#).

CHAPTER 7: MARINE TOPICS

7.3 Physical Environment & Water Quality

Coastal Change

The applicant refers to the relevant SMP, which is the [Flamborough Head to Gibraltar Point Shoreline Management Plan](#). This contains the current information on the shoreline policy units. Paragraph 7.3.3.10 of the Scoping Report states that the SMP policy along this part of the coastline is to allow natural processes to continue along the frontage and that there will be no management intervention or defences constructed on the currently undefended frontages from now until 2055. However, this should read no management intervention or defences constructed until at least 2105, because the SMP policy is no active intervention for all 3 epochs.

The applicant will need to consider the implications of coastal change on the chosen landfall siting and construction methodology. This will also need to consider the impact on coastal processes both within the development site, and the consequences elsewhere. The Lead Coastal Risk Management Authority (CRMA) is ERYC. Consents may be required from them for new infrastructure on the coast, or activities affecting existing coastal infrastructure. Consents would be issued under the 1949 Coastal Protection Act.

We recommend the applicant speaks to ERYC, as the CRMA, to obtain latest data and projections on coastal erosion and change. They should also consider precautionary estimates for coastal change, ensuring a setback any infrastructure where coastal erosion is expected to occur. It is worth noting that the scale of change along this coast has resulted in a CCMA being designated by ERYC within their Local Plan. This can be seen on their Policies Map and is discussed within Policy ENV6 of their adopted Local Plan.

The [National Coastal Erosion Risk Mapping](#) may be of relevance to the assessment.

The applicant should identify a construction methodology for the landfall works that minimises the impact of their development on the environment. The east coast landfall section includes beaches and cliffs, and also some hard engineered structures. When considering suitable method of works, the applicant should consider the impact on:

- Nearshore coastal processes (including any trenching or temporary activities that could disrupt sediment transport)
- Natural features that influence wave action and local flood risk – for example cliffs and beaches
- Any temporary access requirements (e.g., ramps) to the coast, and whether this could introduce a mechanism for increased wave impacts (e.g., ramping or spray).
- Other existing development, ensuring no increase in flood risk.

Paragraph 2.4.3.3 of the Scoping Report states that a deep ‘wet well’ will be located approximately 450m to the west of the coastal cliffs. We are keen to understand why this distance was chosen. Does it take account of the possible erosion of the cliffs with potential for acceleration over the lifetime of the scheme and decommissioning? The negative impacts around the infrastructure becoming exposed on the beach, due to either cliff recession or beach drawdown, should be avoided, as should the need for heavy engineering to be placed on the shore. It would be best if there was no exposure of the infrastructure because of any erosion, accelerated or not. Some indicative future

cliff line positions are provided in Figure 2.3. It will be important to provide clarity on how such projections are derived and account for the impacts of climate change.

Paragraph 2.4.3.4 states that the 'wet well' will likely be lined with pre-cast concrete sections. What consideration has been made for these becoming exposed, will they be designed to withstand wave loading and what consideration has been made for sea level rise.

With regard to the temporary cofferdam described in paragraph 2.4.3.5, what consideration has been given to scour around this? How long will it be in place? If the cofferdam area is filled post construction, how will the preferential weathering of the disturbed material be prevented?

Paragraph 7.3.6.3 of the Scoping Report states that "the scale of the Proposed Development is too small to have an impact on coastal morphology through changes to waves regimes." What about the possibility of the infrastructure being exposed to wave action at a later date? Will the parts of the structure that could become exposed to wave attack in the future be decommissioned before that happens?

Water Quality

Paragraph 6.4.8.7 indicates that a Water Framework Directive (WFD) Compliance Assessment may be required for the discharge to estuarine and coastal waters. However, the assessment may need to be broader than that. There is a requirement under the Water Environment (Water Framework Directive) (England and Wales) Regulations 2017 to carry out a WFD Assessment, which should consider impacts to fish, including entrainment (for example, fish drawn into mechanical plant like cooling systems or tidal turbines) and impingement (for example fish trapped against debris screens). This relates to the abstraction of seawater.

The applicant is reminded that any oil, fuel or chemical spill within the marine/ intertidal environment must be reported to the Marine Management Organisation, Marine Pollution Response Team, at the details below:

Within office hours: 0300 200 2024

Outside office hours: 07770 977 825

Defra duty room (if no response at previous numbers): 0345 0818486

MMO emergency fax number (not manned 24 hours): 0191 3762682

Email: dispersants@marinemanagement.org.uk

7.4 – 7.5 Marine Ecology

Where potential impacts to aquatic habitats and water quality in the Yorkshire South Waterbody are identified, baseline ecological surveys should be completed (can include surveys for benthic species, marine mammals, shellfish, fish or eels).

The ES should explain the baseline conditions in respect to marine ecology and effort should be made to agree the sufficiency and location of any baseline surveys with relevant consultation bodies.

The ES should also identify potential impacts to marine ecology and assess any likely significant effects, as well as describe any measures proposed to mitigate such impacts.

Finally, the ES should include confirmation of how any such measures are secured. The ecology assessments within the ES should be undertaken with the most up-to-date version of the CIEEM guidelines.

The ES should identify and quantify all temporary and permanent habitat gains and losses by type (including any functionally linked land).

Abstraction

Abstraction (above 20 cubic meters per day) should only take place if the applicant has installed a screen of appropriate specifications (including type of screen, mesh size, screen angle and approach velocity) to prevent the entrapment, entrainment or impingement of fish (including the critically endangered European eel), at the point of abstraction. The applicant should maintain, repair or replace the screen in accordance with the manufacturer's specifications to ensure that it remains effective at all times and shall keep records of such maintenance. As discussed above, this should also be considered within a WFD compliance assessment.

Screening is a requirement of both the Salmon and Freshwater Fisheries Act 1975 (SAFFA) and Eels (England and Wales) Regulations 2009.

Shellfish

With regard to potential impacts to shellfish, paragraph 7.5.3.15 states "*as part of the mitigation and monitoring for the Proposed Development, a survey and assessment of the scale of effects on shellfish will be undertaken.*" This information is important to foresee whether any activity could impact on shellfish in the local area. The Environment Agency would like to see more details of this, including the survey design and any proposed mitigation through the next stages of planning.

CHAPTER 8: PROJECT WIDE EFFECTS

8.3 Waste Management

Waste Moving Off Site

The Environmental Protection (Duty of Care) Regulations 1991 for dealing with waste materials are applicable to any off-site movements of wastes. The code of practice applies to the applicant if they produce, carry, keep, dispose of, treat, import, or have control of waste in England or Wales.

The law requires anyone dealing with waste to keep it safe and make sure it's dealt with responsibly and only given to businesses authorised to take it. The code of practice can be found here:

https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/506917/waste-duty-care-code-practice-2016.pdf

The applicant may need to register as a carrier of waste, information can be found here: <https://www.gov.uk/register-as-a-waste-carrier-broker-or-dealer-wales>

Where a development involves any significant construction or related activities, we would recommend using a management and reporting system to minimise and track the fate of construction wastes, such as that set out in PAS402: 2013, or an appropriate equivalent assurance methodology. This should ensure that any waste contractors

employed are suitably responsible in ensuring waste only goes to legitimate destinations.

The developer must apply the waste hierarchy as a priority order of prevention, re-use, recycling before considering other recovery or disposal options. Government guidance on the waste hierarchy in England can be found here:

https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/69403/pb13530-waste-hierarchy-guidance.pdf

Site Waste Management Plans are no longer a legal requirement, however, in terms of meeting the objectives of the waste hierarchy and your duty of care, they are a useful tool and considered to be best practice.

Landfill Capacity

The applicant will need to review which landfill sites in East Yorkshire are open and accepting waste. Of the list provided in Table 8.5 of the Scoping Report, the only landfills currently accepting waste for deposit are Wilberfoss Quarry, Milegate Extension and Ripplingham Cutting. This will drastically reduce the volume of waste that can go to landfills in East Yorkshire and could in turn, put pressure on the remaining active landfills across Yorkshire. The landfills that are currently not accepting waste may start accepting waste in the future, but this is not certain. The transport of waste to landfills outside of East Yorkshire will also impact the carbon emissions of the project, as well as possible amenity issues associated with the increased number of vehicles coming onto and off site.

Use of Waste On-Site

If materials that are potentially waste are to be used on-site, the applicant will need to ensure they can comply with the exclusion from the Waste Framework Directive (article 2(1) (c)) for the use of, 'uncontaminated soil and other naturally occurring material excavated in the course of construction activities, etc...' in order for the material not to be considered as waste. Meeting these criteria will mean waste permitting requirements do not apply.

Where the applicant cannot meet the criteria, they will be required to obtain the appropriate waste permit or exemption from us.

A deposit of waste to land will either be a disposal or a recovery activity. The legal test for recovery is set out in Article 3(15) of the Waste Framework Directive as:

- Any operation the principal result of which is waste serving a useful purpose by replacing other materials which would otherwise have been used to fulfil a particular function, or waste being prepared to fulfil that function, in the plant or in the wider economy.
- We have produced guidance on the recovery test which can be viewed at: <https://www.gov.uk/government/publications/deposit-for-recovery-operators-environmental-permits/waste-recovery-plans-and-deposit-for-recovery-permits#how-to-apply-for-an-environmental-permit-to-permanently-deposit-waste-on-land-as-a-recovery-activity>.

The applicant can find more information on the Waste Framework Directive here: <https://www.gov.uk/government/publications/environmental-permitting-guidance-the-waste-framework-directive>

More information on the definition of waste can be found here:

<https://www.gov.uk/government/publications/legal-definition-of-waste-guidance>

More information on the use of waste in exempt activities can be found here:

<https://www.gov.uk/government/collections/waste-exemptions-using-waste>

Non-waste activities are not regulated by us (i.e., activities carried out under the CL:ARE Code of Practice), however the applicant will need to decide if materials meet End of Waste or By-products criteria (as defined by the Waste Framework Directive). The 'Is it waste' tool, allows the applicant to make an assessment and can be found here: <https://www.gov.uk/government/publications/isitwaste-tool-for-advice-on-the-by-products-and-end-of-waste-tests>

8.4 Major Accidents and Hazards

We recommend that the possibility of subsea land instability affecting the marine infrastructure or the effect of very large waves on the onshore facilities are considered as part of the major hazards assessment.

If you require anything further, please do not hesitate to contact me on the details below.

We trust this advice is useful.

Yours faithfully

Miss Lizzie Griffiths
Planning Specialist – National Infrastructure Team

Direct dial [REDACTED]

Direct e-mail [REDACTED]@environment-agency.gov.uk



Humber Historic Environment Record

Archaeological advisor to the East Riding
of Yorkshire Council and Hull City
Council.

Mrs Joanne Marshall
Planning and Economic Regeneration
County Hall
Beverley
East Riding of Yorkshire
HU17 9BA

Our ref. HER/DE/CONS/30068
Your ref. DC/23/02803/EIASCO
Enquiries James Goodyear
Direct Line [REDACTED]
Email [REDACTED]@hullcc.gov.uk
Date 17 October 2023

Please quote our reference on all correspondence

Dear Mrs Marshall,

Re: EIA Scoping Opinion - Aldbrough Hydrogen Storage Project | Gas Line Facility SSE Hornsea Limited, Garton Road, Aldbrough (application number: DC/23/02803/EIASCO).

Thank you for the opportunity to comment on the above application.

As noted in the Historic Environment section of the Environmental Impact Assessment Scoping Report, the proposed development lies in a landscape containing archaeological remains dating from the prehistoric, Romano-British, medieval, post-medieval and modern periods. Therefore, any development in this landscape has the potential to impact on archaeological remains from the above-mentioned periods and a suitable programme of archaeological work will be required to adequately assess and mitigate the potential harm from the development on the archaeological resource.

Therefore, we would agree with the initial multi-staged approach for the archaeological assessment outlined in the Historic Environment chapter of the Scoping Report. This would begin with a desk-based assessment and be followed by a walkover survey, geoarchaeological investigations (if appropriate), geophysical survey and trial trenching.

I hope that this is satisfactory for your needs, but if you require any further information or clarification, please feel free to contact me.

Yours sincerely,

James Goodyear
Development Management Archaeologist

Humber Historic Environment Record, Humber Archaeology Partnership, The Old
School, Northumberland Avenue, Hull HU2 0LN

Consultee Comments for Planning Application

23/02803/EIASCO

Application Summary

Application Number: 23/02803/EIASCO

Address: Gas Line Facility SSE Hornsea Limited Garton Road Aldbrough East Riding Of Yorkshire

Proposal: EIA Scoping Opinion - Aldbrough Hydrogen Storage Project

Case Officer: Mrs Joanne Marshall

Consultee Details

Name: . Highway Development Management

Address: East Riding Of Yorkshire Council, County Hall, Cross Street Beverley, East Riding Of Yorkshire HU17 9BA

Email: Not Available

On Behalf Of: Highway Control

Comments

Highway Summary:

The proposal is to create 9 underground holding area for hydrogen with associated infrastructure to move it in and out of these holding tanks via a pipeline to an unknown destination (the pipeline is subject to a separate application), south of Aldbrough.

Background

This application links in with other projects which are part of the Zero Carbon Humber Initiative (ZCHI). This site is remote from the other infrastructure associated with the ZCHI. This suggests that the proposed pipeline will run to and from facilities listed as part of the initiative such as Drax, Keadby, British Steel, Eastington, Unipers Humber Hub, and APBs Deepwater Ports such as at Grimsby and Immingham.

If permission is granted, then the works are expected to commence in 2026 creating temporary employment for 200 construction workers for 2 years. Once the project is completed then there are expected to be 50 jobs created in connection with the Hydrogen Storage facility. The location of the holding tanks is based on a previously approved natural gas holding facility. These works were only partially completed and there are soil bunds, plantings, and a fence in-place. There is also an existing link road which removes the need for vehicles to travel into Aldbrough. A new access to the site is planned which will junction with the B1242.

Highway Impacts

In examining the impact of the development on the local road and transport network I have identified impacts and possible areas of local concern in connection with the proposal, both in line with and outside of those identified in the desktop study (Environmental Impact Assessment Scoping Report 6.10 Traffic and Transport).

1. Impacts to existing road users on the dedicated haul route.
2. Impact of the haul route on highways out of our scope and under the management of Hull City Council (Holderness Road) and National Highways (A63/M62).
3. Local road safety and quality of life concerns, about the impact of 200 workers, additional heavy goods and abnormal loads traveling on the rural road network through villages.
4. Highways improvement/maintenance costs and a reduction in the lifetime of the highway surfaces on what are currently lightly used rural routes.
5. Social economic pressures leading to longer commutes for local workers.
6. Lack of existing practical public transport network/active travel options to mitigate numbers of commuters using vehicles.
7. Responsibility for reinstatement of the road network in the case of a catastrophic incident in connection to the storage facilities business activities.

Information provided in Scoping Document

There is already considerable information contained within the Scoping Document supplied as part of this application which can be considered by HDM and on which I have based this response:

Construction from 2026 for 3 years

Expected 200 employees during the construction and decommissioning phases (REF:2.7)

Operation from 2029 resulting in 50 employees for 30 years from 2029 (REF: 2.7)

Deliveries: assessed at 25 AADT (less than the 100 AADT threshold guidance provided by National Highway Agency in respect of emissions).

Development appears to be reliant on a pipeline to import and export hydrogen which has yet to be identified or approved.

Traffic and Transport list of sensitive receptors and other information (6.10).

Key Sensitivities 6.10.3.4 The following sensitive receptors have been identified and will be considered within the EIA: motorised users of the surrounding highway network, including vehicle drivers and public transport users; non-motorised users of the surrounding highway network, PRow and non-designated public routes including pedestrians, cyclists, and equestrians (and vulnerable groups); and residents within the settlements of Bilton, Sproatley, Flinton and Aldbrough.

6.10.4 Project Basis for Scoping Assessment

6.10.4.1 The traffic and transport scoping assessment is based on the following: the construction activities outlined in Section 2.4.3.5 which will generate traffic movements on the highway network (including the Strategic Road Network), including the transportation of abnormal loads associated with the delivery of various components for the Hydrogen Storage Facility; drilling-related traffic which will be generated according to the drilling schedule rather than that of general construction; generation of traffic during operation affecting the highway network (including the Strategic Road Network). Workforce numbers are to be confirmed as part of the PEIR; and generation of traffic during decommissioning affecting the highway network (including the Strategic Road Network).

6.10.3.2

Access to the wider area from the Strategic Road Network is mainly available via the B1242 and B1238 which provide wider connectivity to the A165 and A1033. Access to the Hydrogen Storage Facility is available from the B1242 Aldbrough Road to the west, providing connectivity to the B1238 (Hull Road) and wider connectivity to the A165. The access point to the north-west of the Hydrogen Storage Facility is currently used to access AGS.

6.10.3.3

As part of AGS, a designated haulage route for construction and operational traffic over 3 tonnes was approved. This approved route included the provision of a link road to prevent construction vehicle movements within the village of Aldbrough. Assuming that traffic is travelling from Hull, the approved route for HGV is along the A165, the B1238 through Bilton and Sproatley and then using the link road to access the Hydrogen Storage Facility via the B1242 (see Figure 6.8). It is anticipated that this established route would be utilised by the Proposed Development.

Initial Recommendation

The provided information indicates that a TA/TP/CTMP covering all phases is required to meet the requirements of the ERLP Sustainable Transport SPD, much of what HDM would require is included in 6.10.5. Consideration should be made as to the future highway environment, and what mitigation is proportionate to the proposal.

6.10.5 Mitigation

6.10.5.1 The Traffic and Transport ES chapter (and corresponding PEIR chapter) will provide details of proposed mitigation where appropriate. This is likely to be set out in specific plans including the following: a Construction Worker Travel Plan which is likely to be required to promote sustainable journeys during the construction phase of the Proposed Development and where possible reduce single occupant car journeys; a Construction Traffic Management Plan (CTMP) is

likely to be required to consider options to mitigate the impact of the construction phase and associated traffic; and an Operational Traffic Management Plan (OTMP), if one is required, to mitigate the impact of the operational phase and associated traffic, otherwise known as an Operational Worker Travel Plan.

6.10.5.2 Further discussions will be required with the National Highways and ERYC regarding mitigation proposals in order to ensure that they are acceptable.'

Any new access should comply with the requirements of the DMRB in regard to the appropriate design and operation of such a junction and be approved by the Area Engineer and constructed with the relevant permissions, permits etc.

The following items should be considered as part of a TA/TP/CTMP.

1. Early engagement with the Councils Highway Area Engineers and the Abnormal Load team should be undertaken to look at the existing infrastructure, road furniture, junctions, and signage on the haul route to ensure that this meets the needs of the proposed use. Turning assessment/swept path analysis undertaken as a basis for any highway improvements. As this is an installation which has a negligible direct value to the residents and businesses in the East Riding. Reasonable financial contribution towards any prior improvements/maintenance costs/reinstatement or adoption of works undertaken to the haul route to be agreed with the Councils Highway Maintenance Area Engineer. This would ensure that the financial burden of any road safety interventions/other associated costs do not fall on the Council.
2. There are discussions with regards to 20mph limits in this case specifically though rural villages which should also be considered in respect of any calculation of journey times.
3. Haul Route: this is an established route and in principle is satisfactory from the capacity of the route, however any additional HGV will have an impact on the current mix of road users. There is a need to understand and reduce the impacts on cyclists/horse-riders/pedestrians/tourism and infrastructure along what is a rural route which links the local PRow network, as well as integrating the HGV movements with existing agricultural movements for example harvest.
4. The move to the Safe System approach and Vision Zero is to be considered. The increase of collisions since 2020 has been partially noticeable and appear to be linked to volume of car movements which have returned to near 2019 levels. Any increase in volume of commuter is likely to result in a higher percentage of serious and fatal collisions, inappropriate speed/near pass incidents on rural roads. This is a substantial concern in the construction phase and the impact of commuting. There are discussions ongoing with regards to 20mph limits, in this case specifically though rural villages, which should also be considered in respect of mitigating projected increases

in injury collision statistics and calculation of journey times on haul routes.

5. Residents concerns, in respect of safe travel, enjoyment of the road network in relation to walking, horse riding/driving and cycling should be addressed as a priority and robust data produced to support that any proposed mitigations will be effective.

6. It is likely that highway safety concerns will result in many objections and an ongoing body of correspondence from MPs, Elected Members, Parish and Town Councils, as well as the public and local businesses. Facilitating a direct means of receiving and responding to these highways connected concerns during the construction and commissioning and decommissioning phases should be prioritised by the applicant so as the Councils Customer Service and Highway engineering teams are not overwhelmed.

7. Financial responsibility should be considered for any temporary traffic management on the haul route (i.e., temporary Traffic Lights etc.), if required by the Councils Road Safety Officers. In cases where an issue has been identified and there is no scope to improve the situation, a TTRO, signage and enforcement support for the duration of the works (2026-2029) should be considered on the route to site, from the junction with the A165.

8. Construction Workers (installation and decommission): There has been no suggestion that the development will provide accommodation on site and consideration should be made in line with the requirements of the NPPF to provide work and residential areas adjacent to one another to reduce the need for workers to travel.

9. The number of workers for this 3-year contract is stated to be 200. This suggests a worst-case scenario 400 new trips per day and a projected three-year demand for up to 200 single person and family rental properties. Lack of suitable nearby accommodation may indicate that transport provision for workers from towns such as Leeds/Doncaster/Hull may be implicated.

10. Sustainable travel, transport, and distance from home to work data should be provided and mitigations considered such as on-site/local temporary accommodation. Parking and accessible EV charging (Building Regulations Approved Document S) provision should be sufficient to prevent workers parking on the public highway or overwhelming local capacity for EV charging.

11. In the case of the 50 Operational Workers proposed from 2029 for the life of the facility it is likely that these workers will integrate into the local community and are less likely to have a substantial impact on the local road network. In this case the proposal would simply need to comply with parking/turning for workers and deliveries, access, and EV charging facilities, in line with building regulations, best practice guidance and the Councils local design guide and any supplementary planning guidance current in 2029.

12. Provision of a risk assessment to include any mitigations to the risks involved to the road

network in the case of specific events, including items such as impact from aircraft, terrorism, extreme weather events and damaged/faulty infrastructure. This is to provide reassurance that this has been considered and that any risks identified have been mitigated to answer concerns as to level of risk and responsibility and to answer objections based on risk to the local road network and responsibility for reinstatement.

The above information contained in this response should support the applicant/agent in providing sufficient information to progress the application with regards to HDM requirements. I have also provided notes to Applicant/Agent below to enable early engagement with the relevant departments.

Highway Recommendation:

Highway Management suggest that further information is submitted before a recommendation is made.

Note to Applicant/Agent

Abnormal Loads Note

If the construction of the plant requires any abnormal load movements, a Traffic Management Plan should be submitted to and approved in writing by the Local Planning Authority. The Applicant/Agent must contact the East Riding of Yorkshire Councils Abnormal Loads Team (tel. 01482 395596 and email. Abnormal.loads@eastriding.gov.uk).

EV Parking Public/Commercial

Electric Vehicles charging facilities should comply with the requirements set out within Building Regulations Approved Document S which, suggests at least one parking space should be provided with EV charging facilities with a further 10% of the overall parking with passive provision.

Highway Maintenance

The Applicant / Agent must contact both the East Riding of Yorkshire Councils Highways & Streetworks Departments (Tel: 01482 393939 using option 6 or email highwaymaintenance@eastriding.gov.uk or streetworks@eastriding.gov.uk) to obtain the necessary construction specifications and permits prior to any works commencing in the public highway. The applicant should be minded that it is an offence under both Section 131 of the

Highways Act 1980 and the New Roads and Streetworks Act 1991 to work within the public highway (Carriageway, Footpath or Verge) without the written consent of the local highway authority (ERYC).

S278 Note

The Applicant(s) is/are reminded that they will be required to enter into a legally binding agreement with the East Riding of Yorkshire Council as the Highway Authority in order to ensure that any improvement works are carried out within the existing public highway are constructed to the required adoptable standard. For technical/construction approval please contact highway.dm@eastriding.gov.uk with full technical drawings.

The applicant should be aware that it is an offence under both Section 131 of the Highways Act 1980 and the New Roads and Street Works Act 1991 to work within the public highway (Carriageway, Footpath or Verge) without the written consent of the local highway authority (ERYC). The relevant licence(s) giving consent to occupy the highway and carry out work must be obtained by contacting the Street Works Team (email: streetworks@eastriding.gov.uk). At least 6-weeks notice should be provided to allow for processing.

Nicola Moger
Highway Development Management Officer
Strategic Development Management

Kate Wylie

From: HazSubConsent CEMHD5 <HazSubCon.CEMHD5@hse.gov.uk>
Sent: 22 September 2023 10:08
To: Planning
Subject: RE: Planning Consultation for 23/02803/EIASCO Gas Line Facility SSE Hornsea Limited Garton Road Aldbrough East Riding Of Yorkshire

[CAUTION]This email was sent from **outside of your organisation**. Do not click any links, preview or open attachments, or provide any log-in details unless you recognise the sender and know the content is safe.

Dear Sir/Madam,

Thank you for your email of **22nd September 2023**, seeking HSE's observations on planning application **23/02803/EIASCO** at **Gas Line Facility SSE Hornsea Limited Garton Road Aldbrough East Riding Of Yorkshire**.

HSE is a statutory consultee for certain developments within the consultation distance (CD) of major hazard sites and major accident hazard pipelines, and has provided planning authorities with access to HSE's Planning Advice WebApp <https://pa.hsl.gov.uk>

- I should therefore be grateful if you would arrange for HSE's Planning Advice WebApp to be used to consult HSE for advice on this application.

Should you or your colleagues need any additional help in using the new WebApp to obtain HSE's advice on a proposed development, a central support service is available at lupenquiries@hse.gov.uk or by telephoning on **0203 028 3708**.

NB On 1 August 2021 HSE became a statutory consultee with regard to building safety (in particular to fire safety aspects) for planning applications that involve a relevant building.

A relevant building is defined in the planning guidance at gov.uk as:

- containing two or more dwellings or educational accommodation and
- meeting the height condition of 18m or more in height, or 7 or more storeys

There is further information on compliance with the Building Safety Bill at <https://www.gov.uk/guidance/fire-safety-and-high-rise-residential-buildings-from-1-august-2021>. HSE's team can be contacted by email via PlanningGatewayOne@hse.gov.uk

Regards



Dylan Keating
Administrator | CEMHD Divisional Business Support Team (DBST)
Health & Safety Executive | Redgrave Court, Merton Road, Bootle, L20 7HS



-----Original Message-----

From: planning@eastriding.gov.uk <planning@eastriding.gov.uk>

Sent: 22 September 2023 08:48

To: HazSubConsent CEMHD5 <HazSubCon.CEMHD5@hse.gov.uk>

Subject: Planning Consultation for 23/02803 Gas Line Facility SSE Hornsea Limited Garton Road Aldbrough East Riding Of Yorkshire

Planning Consultation for 23/02803/EIASCO Gas Line Facility SSE Hornsea Limited Garton Road Aldbrough East Riding Of Yorkshire

Consultation for the above application attached. Please click on the link below to view the relevant application and login to your consultee intray to respond.

<https://eur03.safelinks.protection.outlook.com/?url=https%3A%2F%2Fnewplanningaccess.eastriding.gov.uk%2Fnewplanningaccess%2FPLAN%2F23%2F02803%2FEIASCO&data=05%7C01%7CHazSubCon.CEMHD5%40hse.gov.uk%7C96c39a88c3d94f9e156808dbbb403f2f%7C6b5953be6b1d4980b26b56ed8b0bf3dc%7C0%7C0%7C638309656987584820%7CUnknown%7CTWFpbGZsb3d8eyJWljojMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6Iik1haWwiLCJXVCI6Mn0%3D%7C3000%7C%7C%7C&sdata=QtnOIWuc1TJ5u%2FGGIHqXRq85nHOVPnyEqD12eIRzPjk%3D&reserved=0>

Planning and Development Management
County Hall
Beverley

<https://eur03.safelinks.protection.outlook.com/?url=http%3A%2F%2Fwww.eastriding.gov.uk%2F&data=05%7C01%7CHazSubCon.CEMHD5%40hse.gov.uk%7C96c39a88c3d94f9e156808dbbb403f2f%7C6b5953be6b1d4980b26b56ed8b0bf3dc%7C0%7C0%7C638309656987584820%7CUnknown%7CTWFpbGZsb3d8eyJWljojMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6Iik1haWwiLCJXVCI6Mn0%3D%7C3000%7C%7C%7C&sdata=iXCbJdO4mafuErqTVFxb4uNVpAiPcx7ih5fCNm%2BSNqw%3D&reserved=0>

planning@eastriding.gov.uk

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<https://eur03.safelinks.protection.outlook.com/?url=http%3A%2F%2Fwww.eastriding.gov.uk%2Fprivacyhub&data=05%7C01%7CHazSubCon.CEMHD5%40hse.gov.uk%7C96c39a88c3d94f9e156808dbbb403f2f%7C6b5953be6b1d4980b26b56ed8b0bf3dc%7C0%7C0%7C638309656987584820%7CUnknown%7CTWFpbGZsb3d8eyJWljoIMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6Iik1haWwiLCJXVCi6Mn0%3D%7C3000%7C%7C%7C&sdata=%2Bz8F8S3vmxzSIMX%2BjDSbilqAf5CRRwfwK5gTRWGa0KU%3D&reserved=0.>

Consultee Comments for Planning Application

23/02803/EIASCO

Application Summary

Application Number: 23/02803/EIASCO

Address: Gas Line Facility SSE Hornsea Limited Garton Road Aldbrough East Riding Of Yorkshire

Proposal: EIA Scoping Opinion - Aldbrough Hydrogen Storage Project

Case Officer: Mrs Joanne Marshall

Consultee Details

Name: . Land Drainage

Address: East Riding Of Yorkshire Council, County Hall, Cross Street Beverley, East Riding Of Yorkshire HU17 9BA

Email: Not Available

On Behalf Of: Land Drainage

Comments

The Land Drainage Team (LDT) notes the submission of the Scoping Document but has no further comments to make at this stage.

HJ - LDT

Consultee Comments for Planning Application

23/02803/EIASCO

Application Summary

Application Number: 23/02803/EIASCO

Address: Gas Line Facility SSE Hornsea Limited Garton Road Aldbrough East Riding Of Yorkshire

Proposal: EIA Scoping Opinion - Aldbrough Hydrogen Storage Project

Case Officer: Mrs Joanne Marshall

Consultee Details

Name: . LLFA - Lead Local Flood Authority

Address: Flood Risk Management Team, Room BS109, County Hall, Beverley HU10 9BA

Email: Not Available

On Behalf Of: Lead Local Flood Authority (LLFA)

Comments

The Lead Local Flood Authority (LLFA) notes the submission of the Scoping Document but has no further comments to make at this stage.

HJ - LLFA

Katherine Bulled

From: SM-MMO-SH - MFA Marine Consents (MMO)
<marine.consents@marinemanagement.org.uk>
Sent: 28 September 2023 14:26
To: Planning
Subject: RE: Planning Consultation for 23/02803/EIASCO Gas Line Facility SSE Hornsea Limited Garton Road Aldbrough East Riding Of Yorkshire

[You don't often get email from marine.consents@marinemanagement.org.uk. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

[CAUTION]This email was sent from outside of your organisation. Do not click any links, preview or open attachments, or provide any log-in details unless you recognise the sender and know the content is safe.

Hello

Your system has allowed us to register to pay housing tax! But is not allowing us to register & submit our response for formal consultation as a regulator.

Here is our response for now and hopefully your system will be working later.

Marine Licensing, Wildlife Licences and other permissions

Dear Sir/Madam,

Please be aware that any works within the Marine area require a licence from the Marine Management Organisation. It is down to the applicant themselves to take the necessary steps to ascertain whether their works will fall below the Mean High Water Springs mark.

Response to your consultation

The Marine Management Organisation (MMO) is a non-departmental public body responsible for the management of England's marine area on behalf of the UK government. The MMO's delivery functions are; marine planning, marine licensing, wildlife licensing and enforcement, marine protected area management, marine emergencies, fisheries management and issuing European grants.

Marine Licensing

Works activities taking place below the mean high water mark may require a marine licence in accordance with the Marine and Coastal Access Act (MCAA) 2009.

Such activities include the construction, alteration or improvement of any works, dredging, or a deposit or removal of a substance or object below the mean high water springs mark or in any tidal river to the extent of the tidal influence.

Applicants should be directed to the MMO's online portal to register for an application for marine licence

<https://eur01.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.gov.uk%2Fguidance%2Fmake-a-marine-licence-application&data=05%7C01%7Cplanning%40eastriding.gov.uk%7C3f5a5b5b9bb140232fc208dbc02669b2%7C351368d19b5a4c8bac76f39b4c7dd76c%7C1%7C0%7C638315043442690965%7CUnknown%7CTWFpbGZsb3d8eyJWIjoiMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6Ij1haWwiLCJXVCi6Mn0%3D%7C3000%7C%7C%7C&sdata=wHggh09bTtlU5Hp3eKrXFZqsTKIFjr2q9q3EKpyWii8%3D&reserved=0>

You can also apply to the MMO for consent under the Electricity Act 1989 (as amended) for offshore generating stations between 1 and 100 megawatts in English waters.

The MMO is also the authority responsible for processing and determining Harbour Orders in England, together with granting consent under various local Acts and orders regarding harbours.

A wildlife licence is also required for activities that that would affect a UK or European protected marine species.

The MMO is a signatory to the coastal concordat and operates in accordance with its principles. Should the activities subject to planning permission meet the above criteria then the applicant should be directed to the follow pages: check if you need a marine licence and asked to quote the following information on any resultant marine licence application:

- * local planning authority name,
- * planning officer name and contact details,
- * planning application reference.

Following submission of a marine licence application a case team will be in touch with the relevant planning officer to discuss next steps.

Environmental Impact Assessment

With respect to projects that require a marine licence the EIA Directive (codified in Directive 2011/92/EU) is transposed into UK law by the Marine Works (Environmental Impact Assessment) Regulations 2007 (the MWR), as amended. Before a marine licence can be granted for projects that require EIA, MMO must ensure that applications for a marine licence are compliant with the MWR.

In cases where a project requires both a marine licence and terrestrial planning permission, both the MWR and The Town and Country Planning (Environmental Impact Assessment) Regulations <https://eur01.safelinks.protection.outlook.com/?url=http%3A%2F%2Fwww.legislation.gov.uk%2Fuksi%2F2017%2F571%2Fcontents%2Fmade&data=05%7C01%7Cplanning%40eastriding.gov.uk%7C3f5a5b5b9bb140232fc208dbc02669b2%7C351368d19b5a4c8bac76f39b4c7dd76c%7C1%7C0%7C638315043442690965%7CUnknown%7CTWFpbGZsb3d8eyJWIjoiMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6Iik1haWwiLCJXVCi6Mn0%3D%7C3000%7C%7C%7C&sdata=4bux0xAwGZ%2FVizNzZwE33adA4UB9Y6%2BTucG%2BlkBK6kM%3D&reserved=0> may be applicable.

If this consultation request relates to a project capable of falling within either set of EIA regulations, then it is advised that the applicant submit a request directly to the MMO to ensure any requirements under the MWR are considered adequately at the following link

<https://eur01.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.gov.uk%2Fguidance%2Fmake-a-marine-licence-application&data=05%7C01%7Cplanning%40eastriding.gov.uk%7C3f5a5b5b9bb140232fc208dbc02669b2%7C351368d19b5a4c8bac76f39b4c7dd76c%7C1%7C0%7C638315043442690965%7CUnknown%7CTWFpbGZsb3d8eyJWIjoiMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6Iik1haWwiLCJXVCi6Mn0%3D%7C3000%7C%7C%7C&sdata=wHgbh09bTtIU5Hp3eKrXFZqsTKIFjr2q9q3EKpyWii8%3D&reserved=0>

Marine Planning

Under the Marine and Coastal Access Act 2009 ch.4, 58, public authorities must make decisions in accordance with marine policy documents and if it takes a decision that is against these policies it must state its reasons. MMO as such are responsible for implementing the relevant Marine Plans for their area, through existing regulatory and decision-making processes.

Marine plans will inform and guide decision makers on development in marine and coastal areas. Proposals should conform with all relevant policies, taking account of economic, environmental and social considerations. Marine plans are a statutory consideration for public authorities with decision making functions.

At its landward extent, a marine plan will apply up to the mean high water springs mark, which includes the tidal extent of any rivers. As marine plan boundaries extend up to the level of the mean high water spring tides mark, there will be an overlap with terrestrial plans which generally extend to the mean low water springs mark.

A map showing how England's waters have been split into 6 marine plan areas is available on our website. For further information on how to apply the marine plans please visit our Explore Marine Plans service.

Planning documents for areas with a coastal influence may wish to make reference to the MMO's licensing requirements and any relevant marine plans to ensure that necessary regulations are adhered to. All public authorities taking authorisation or enforcement decisions that affect or might affect the UK marine area must do so in accordance with the Marine and Coastal Access Act and the UK Marine Policy Statement unless relevant considerations indicate otherwise. Local authorities may also wish to refer to our online guidance and the Planning Advisory Service soundness self-assessment checklist. If you wish to contact your local marine planning officer you can find their details on our gov.uk page.

Minerals and waste plans and local aggregate assessments

If you are consulting on a mineral/waste plan or local aggregate assessment, the MMO recommend reference to marine aggregates is included and reference to be made to the documents below;

- * The Marine Policy Statement (MPS), section 3.5 which highlights the importance of marine aggregates and its supply to England's (and the UK) construction industry.
- * The National Planning Policy Framework (NPPF) which sets out policies for national (England) construction minerals supply.
- * The Managed Aggregate Supply System (MASS) which includes specific references to the role of marine aggregates in the wider portfolio of supply.
- * The National and regional guidelines for aggregates provision in England 2005-2020 predict likely aggregate demand over this period including marine supply.

The NPPF informed MASS guidance requires local mineral planning authorities to prepare Local Aggregate Assessments, these assessments have to consider the opportunities and constraints of all mineral supplies into their planning regions - including marine. This means that even land-locked counties, may have to consider the role that marine sourced supplies (delivered by rail or river) play - particularly where land based resources are becoming increasingly constrained.

If you require further guidance on the Marine Licencing process, please follow the link

<https://eur01.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.gov.uk%2Ftopic%2Fplanning-development%2Fmarine-licences&data=05%7C01%7Cplanning%40eastriding.gov.uk%7C3f5a5b5b9bb140232fc208dbc02669b2%7C351368d19b5a4c8bac76f39b4c7dd76c%7C1%7C0%7C638315043442690965%7CUnknown%7CTWFpbGZsb3d8eyJWIjoiMC4wLjAwMDAiLCJQIjoiV2luMzIiLCJBTiI6IjEhaWwiLCJXVCi6Mn0%3D%7C3000%7C%7C%7C&sdata=5zr6bV144tNM922PUBz%2Fh0GRvluscTRpDHbeqCe9exM%3D&reserved=0>

Regards
Andy

Andy Davis | Administration Officer Business Support Team | Marine Management Organisation

Lancaster House, Hampshire Court, Newcastle Business Park, Newcastle upon Tyne, NE4 7YH

andy.davis@marinemanagement.org.uk | [01912238200](tel:01912238200)

Our MMO Values: Together we are Accountable, Innovative, Engaging and Inclusive

-----Original Message-----

From: planning@eastriding.gov.uk <planning@eastriding.gov.uk>
Sent: Tuesday, September 26, 2023 11:15 AM
To: SM-MMO-SH - MFA Marine Consents (MMO) <marine.consents@marinemanagement.org.uk>
Subject: Planning Consultation for 23/02803/EIASCO Gas Line Facility SSE Hornsea Limited Garton Road Aldbrough East Riding Of Yorkshire

Planning Consultation for 23/02803/EIASCO Gas Line Facility SSE Hornsea Limited Garton Road Aldbrough East Riding Of Yorkshire

Consultation for the above application attached. Please click on the link below to view the relevant application and login to your consultee intray to respond.

<https://eur01.safelinks.protection.outlook.com/?url=https%3A%2F%2Fnewplanningaccess.eastriding.gov.uk%2Fnewplanningaccess%2FPLAN%2F23%2F02803%2FEIASCO&data=05%7C01%7Cplanning%40eastriding.gov.uk%7C3f5a5b5b9bb140232fc208dbc02669b2%7C351368d19b5a4c8bac76f39b4c7dd76c%7C1%7C0%7C638315043442690965%7CUnknown%7CTWFpbGZsb3d8eyJWljoIMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6Ikl1haWwiLCJXVCI6Mn0%3D%7C3000%7C%7C%7C&sdata=Ui2u2rLW2SqfA6Mz%2Bsh2%2FFx9L6cesOYDaGcHV9y%2Bu%2BQ%3D&reserved=0>

Planning and Development Management
County Hall
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<https://eur01.safelinks.protection.outlook.com/?url=http%3A%2F%2Fwww.eastriding.gov.uk%2F&data=05%7C01%7Cplanning%40eastriding.gov.uk%7C3f5a5b5b9bb140232fc208dbc02669b2%7C351368d19b5a4c8bac76f39b4c7dd76c%7C1%7C0%7C638315043442690965%7CUnknown%7CTWFpbGZsb3d8eyJWljoIMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6Ikl1haWwiLCJXVCI6Mn0%3D%7C3000%7C%7C%7C&sdata=TjyrkrHGImvVqxQvW%2BByG6vRcme%2FNdXa40udK%2BQfQOU%3D&reserved=0>

planning@eastriding.gov.uk

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National Grid House
Warwick Technology Park
Gallows Hill, Warwick
CV34 6DA

Planning Inspectorate

Asset Protection
National Gas Transmission
National Grid House
Warwick
Direct Tel: [REDACTED]
Email - [REDACTED]@nationalgas.com

Planning Work?
Please enquire with us at
www.lsbud.co.uk

National Gas Emergency Number:
0800 111 999*

*Available 24 hours, 7 days/week.
Calls may be recorded and monitored.
www.nationalgas.com

Date: 07-06-2023

Our Reference: GE1_29694028

Your Reference: EN030003

Dear Jackie Webb / National Gas Transmission

Ref: Site Address Not Provided

National Gas Transmission has No Objection to the above proposal which is in close proximity to a High-Pressure Gas Pipeline – Feeder.

I have enclosed a location map to show the location of National Gas Transmission high-pressure gas pipeline(s) within the vicinity of your proposal and associated information below.

No Objection under condition:

National Gas Transmission will not object to the project provided that we are provided with the COMAH risk assessment and HSE response regarding Land Use Planning for review.

A QRA may be required to assess the possible increased working population within the building proximity distances as per IGEM/TD/1, and if additional protective measures are required on NGT's assets, as a result of the project, the costs are to be accepted by the developer.

Yours sincerely

Jackie Webb

Asset Protection Assistant

PLEASE READ CAREFULLY

- No buildings should *encroach within the Easement strip of the pipeline indicated above*
- No demolition shall be allowed within 150 metres of a pipeline without an assessment of the vibration levels at the pipeline. Expert advice may need to be sought which can be arranged through National Gas Transmission.
- National Gas Transmission has a Deed of Easement for each pipeline which prevents change to existing ground levels, storage of materials. It also prevents the erection of permanent / temporary buildings, or structures. If necessary National Gas Transmission will take action to legally enforce the terms of the easement.
- We would draw your attention to the Planning (Hazardous Substances) Regulations 1992, the Land Use Planning rules and PADHI (Planning Advice for Developments near Hazardous Installations) guidance published by the HSE, which may affect this development.

- To visit the Land Use Planning site, please use the link below:
<https://www.hse.gov.uk/landuseplanning/methodology.htm>
- You should be aware of the Health and Safety Executives guidance document HS(G) 47 "Avoiding Danger from Underground Services", and National Grid's specification for Safe Working in the Vicinity of National Gas Transmission High Pressure gas pipelines and associated installations - requirements for third parties T/SP/SSW22. You should already have received a link to download a copy of T/SP/SSW/22, from our Plant protection Team, which is also available to download from our website.

- To view the SSW22 Document, please use the link below:
<https://www.nationalgrid.com/uk/gas-transmission/document/113921/download>
- A National Gas Transmission representative will be monitoring the works to comply with SSW22.

- To download a copy of the HSE Guidance HS(G)47, please use the following link:
<http://www.hse.gov.uk/pubns/books/hsg47.htm>

- National Gas Transmission will also need to ensure that our pipelines access is maintained during and after construction.

- Our pipelines are normally buried to a depth cover of 1.1 metres however; actual depth and position must be confirmed on site by trial hole investigation under the supervision of a National Gas Transmission representative. Ground cover above our pipelines should not be reduced or increased.

- If any excavations are planned within 3 metres of National Gas Transmission High Pressure Pipeline or, within 10 metres of an AGI (Above Ground Installation), or if any embankment or dredging works are proposed then the actual position and depth of the pipeline must be established on site in the presence of a National Gas Transmission representative. A safe working method must be agreed prior to any work taking place in order to minimise the risk of damage and ensure the final depth of cover does not affect the integrity of the pipeline.

- Excavation works may take place unsupervised no closer than 3 metres from the pipeline once the actual depth and position has been confirmed on site under the supervision of a National Gas Transmission representative. Similarly, excavation with hand held power tools is not permitted within 1.5 metres from our apparatus and the work is undertaken with NG supervision and guidance.

Pipeline Crossings

- Where existing roads cannot be used, construction traffic should ONLY cross the pipeline at locations agreed with a National Gas Transmission engineer.
- All crossing points will be fenced on both sides with a post and wire fence and with the fence returned along the easement for a distance of 6 metres.
- The pipeline shall be protected, at the crossing points, by temporary rafts constructed at ground level. No protective measures including the installation of concrete slab protection shall be installed over or near to the National Gas Transmission pipeline without the prior permission of National Gas Transmission. National Gas Transmission will need to agree the material, the dimensions and method of installation of the proposed protective measure. The method of installation shall be confirmed through the submission of a formal written method statement from the contractor to National Gas Transmission.
- Please be aware that written permission from National Gas Transmission is required before any works commence within the National Gas Transmission easement strip.
- A National Gas Transmission representative shall monitor any works within close proximity to the pipeline to comply with National Gas Transmission specification T/SP/SSW22.
- A Deed of Indemnity is required for any crossing of the easement including cables

Cables Crossing

- Cables may cross the pipeline at perpendicular angle to the pipeline i.e. 90 degrees.
- A National Gas Transmission representative shall supervise any cable crossing of a pipeline.
- An impact protection slab should be laid between the cable and pipeline if the cable crossing is above the pipeline.
- Where a new service is to cross over the pipeline a clearance distance of 0.6 metres between the crown of the pipeline and underside of the service should be maintained. If this cannot be achieved the service must cross below the pipeline with a clearance distance of 0.6 metres.

All work should be carried out in accordance with British Standards policy

- BS EN 13509:2003 - Cathodic protection measurement techniques
- BS EN 12954:2001 - Cathodic protection of buried or immersed metallic structures – General principles and application for pipelines
- BS 7361 Part 1 - Cathodic Protection Code of Practice for land and marine applications
- National Gas Transmission Management Procedures

Kate Wylie

From: ROSSI, Sacha <[REDACTED]@nats.co.uk>
Sent: 22 September 2023 11:12
To: Planning
Cc: NATS Safeguarding
Subject: KW dealing RE: Planning Consultation for 23/02803/EIASCO Gas Line FacilitySSE Hornsea LimitedGarton RoadAldbroughEast Riding Of Yorkshire [SG35475]

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Dear Sirs,

NATS operates no infrastructure within 10km of the proposal's site. Accordingly it anticipates no impact and has no comments to make on the Scoping Opinion.

Regards
S. Rossi
NATS Safeguarding Office

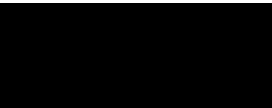
NATS

Sacha Rossi
ATC Systems Safeguarding Engineer

D: [REDACTED]

E: [REDACTED]@nats.co.uk

4000 Parkway, Whiteley,
Fareham, Hants PO15 7FL
www.nats.co.uk



NATS Internal

From: planning@eastriding.gov.uk <planning@eastriding.gov.uk>

Sent: 22 September 2023 08:50

To: NATS Safeguarding <NATSSafeguarding@nats.co.uk>

Subject: [EXTERNAL] Planning Consultation for 23/02803/EIASCO Gas Line FacilitySSE Hornsea LimitedGarton RoadAldbroughEast Riding Of Yorkshire

Planning Consultation for 23/02803/EIASCO

Gas Line Facility

SSE Hornsea Limited

Garton Road

Aldbrough

East Riding Of Yorkshire

Consultation for the above application attached. Please click on the link below to view the relevant application and login to your consultee intray to respond.

<https://newplanningaccess.eastriding.gov.uk/newplanningaccess/PLAN/23/02803/EIASCO>

Planning and Development Management

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Katherine Bulled

From: SM-NE-Consultations (NE) <consultations@naturalengland.org.uk>
Sent: 09 October 2023 09:52
To: Planning
Subject: 23/02803/EIASCO - NE Response
Attachments: ufm17_Standard_Consultee_Access_(Initial).pdf; 23/01007/EIASCO - Gas Line Facility, SSE Hornsea Limited, Garton Road, Aldbrough, East Riding Of Yorkshire; 23/01007/EIASCO NE Response

[CAUTION]This email was sent from **outside of your organisation**. Do not click any links, preview or open attachments, or provide any log-in details unless you recognise the sender and know the content is safe.

Dear Sir or Madam,

Our ref: **23/02803/EIASCO**

Your ref: **451544**

Thank you for your consultation.

Natural England has previously commented on this Scoping opinion and made comments to the authority in our response dated **14/04/2023**, our reference number **428853**.

The advice provided in our previous response applies equally to this **RESUBMISSION**. The additional information provided is unlikely to have significantly different impacts on the natural environment than the original consultation.

Should the proposal be amended in a way which **significantly** affects its impact on the natural environment then, in accordance with Section 4 of the Natural Environment and Rural Communities Act 2006, Natural England should be consulted again. Before sending us the amended consultation, please assess whether the changes proposed will materially affect any of the advice we have previously offered. If they are unlikely to do so, please do not re-consult us.

Yours faithfully

Teena Lawrence
Natural England
Consultation Service
Hornbeam House
Crewe Business Park, Electra Way,
Crewe, Cheshire, CW1 6GJ

Tel: [REDACTED]
Email: consultations@naturalengland.org.uk
www.gov.uk/natural-england



Natural England offers two chargeable services - the Discretionary Advice Service, which provides pre-application and post-consent advice on planning/licensing proposals to developers and consultants, and the Pre-submission Screening Service for European Protected Species mitigation licence applications. These services help applicants take appropriate account of environmental considerations at an early stage of project development, reduce uncertainty, the risk of delay and added cost at a later stage, whilst securing good results for the natural environment.

For further information on the Discretionary Advice Service see [here](#)
For further information on the Pre-submission Screening Service see [here](#)

-----Original Message-----

From: planning@eastriding.gov.uk <planning@eastriding.gov.uk>
Sent: 22 September 2023 08:48
To: SM-NE-Consultations (NE) <consultations@naturalengland.org.uk>
Subject: Planning Consultation for 23/02803/EIASCO Gas Line Facility SSE Hornsea Limited Garton Road Aldbrough East Riding Of Yorkshire

Planning Consultation for 23/02803/EIASCO Gas Line Facility SSE Hornsea Limited Garton Road Aldbrough East Riding Of Yorkshire

Consultation for the above application attached. Please click on the link below to view the relevant application and login to your consultee intray to respond.

<https://emea01.safelinks.protection.outlook.com/?url=https%3A%2F%2Fnewplanningaccess.eastriding.gov.uk%2Fnewplanningaccess%2FPLAN%2F23%2F02803%2FEIASCO&data=05%7C01%7CcreweLUPHub%40naturalengland.org.uk%7C43bce4fbb7004e33b5dc08dbbb406751%7C770a245002274c6290c74e38537f1102%7C0%7C0%7C638309657506610420%7CUnknown%7CTWFpbGZsb3d8eyJWljoImCM4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6IjEhaWwiLCJXVCi6Mn0%3D%7C3000%7C%7C%7C&sdata=o%2BR4P%2Frm8UfMaEa56PICBM3H36%2FsxMGFhAhjklCVdk4%3D&reserved=0>

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www.eastriding.gov.uk
Stephen Hunt Director of Planning and Development Management

Natural England (NECA)
Consultation Service
Hornbeam House
Electra Way
Crewe Business Park
Crewe
Cheshire
CW1 6GJ

Date: 22 September 2023
Our ref: 23/02803/EIASCO
Case Officer: Mrs Joanne Marshall
E-mail: planning@eastriding.gov.uk
Telephone: [REDACTED]
Parish Area: Aldbrough Parish Council
Grid Ref: 525947436932

Dear Natural England (NECA)

TOWN & COUNTRY PLANNING ACT 1990

Proposal:	EIA Scoping Opinion - Aldbrough Hydrogen Storage Project
Location:	Gas Line Facility SSE Hornsea Limited Garton Road Aldbrough East Riding Of Yorkshire
Applicant:	Equinor New Energy Limited
Application Type:	EIA Scoping Opinion

Date Application received 15 September 2023

I write to inform you that a proposal was received on the 15 September 2023 for the above development. The proposal and plans can now be viewed at the address below.

<https://newplanningaccess.eastriding.gov.uk/newplanningaccess>

Consultee Access users should click on the link in the email to which this letter was attached and then click on the Login button to enter Consultee Access.

Your comments should be submitted electronically by using the 'Consultee Comment' button within Consultee Access.

Comments should be submitted as soon as possible, but no later than **13 October 2023**, or they may not be able to be taken into consideration in determining this application. If I have not received a response by this date I shall assume that you do not wish to make any comments but you should note that the application will remain in your Consultee In Tray until you respond.

For complete guidance on Consultee Access please visit our webpage How to use Consultee Access at <https://www.eastriding.gov.uk/planning-permission-and-building-control/applications-for-planning-and-building-control/view-and-comment-on-planning-applications/how-to-use-consultee-access/>

Alan Menzies
Executive Director of Planning and Economic Regeneration

If you require any additional information or if you are unlikely to be able to respond by this date please contact my support staff.

Yours sincerely



Stephen Hunt MRTPI
Director of Planning and Development Management

Consultee Comments for Planning Application

Application Summary

Application Number: 23/02803/EIASCO

Address: Gas Line Facility SSE Hornsea Limited Garton Road Aldbrough East Riding Of Yorkshire

Proposal: EIA Scoping Opinion - Aldbrough Hydrogen Storage Project

Case Officer: Mrs Joanne Marshall

Consultee Details

Name: Nature Conservation Officer

Address: East Riding of Yorkshire Council, County Hall, Cross Street Beverley, East Riding of Yorkshire HU17 9BA

Email: Not Available

On Behalf Of: Nature Conservation Officer (Biodiversity)

Please see updated comments for Scoping Opinion 23/01007/EIASCO

Comments

Environmental Impact Assessment Scoping Report by Environmental Resources Management Limited (dated 24th March 2023, report ref: 0653313 V1.00).

SECTION 12: ECOLOGY AND NATURE CONSERVATION

We have reviewed the above information submitted by the applicant and would make the following comments.

The Nature Conservation Team note that the development proposals comprise EIA development. We welcome that ERM Limited has commenced a Preliminary Ecological Appraisal (PEA) with associated species-specific surveys and that an Ecological Impact Assessment (EcIA), to cover both construction and operational phases, will be submitted as part of the Environmental Statement (ES) in support of the application for planning permission. We also agree with the requirement for a shadow Habitat Regulation Assessment (sHRA) due to the proximity of the Site to the Greater Wash Special Protection Area (SPA), and potentially The Humber Estuary SPA/SAC, with respect to the potential for direct disturbance and/or use of the site as functionally linked land (see section 12.4).

The ecology chapter 12 of the ERM Limited EIA Scoping Report (March 2023, report ref: 0653313 V1.00) outlines the information intended to be included within the proposed Environmental Statement (ES). The overall approach and proposed methodology arrangements are generally similar to those followed in other similar projects and appear to follow standard methodology guidelines (Chartered Institute of Ecology and Environmental Management (CIEEM, 2018).

It is noted that the following studies with respect to the baseline ecological assessment of the site have been outlined and/or commenced as follows:

- Desk based study of existing data sources.
- Extended Phase 1 habitat survey (November 2022).
- Specific species surveys (commenced May 2022, due for completion March 2023).

The desk-based study has identified the following designated and non-designated sites which will be considered within the ES and we concur with the selection

- Greater Wash Special Protection Area (SPA)
- The Humber Estuary (SPA/SAC)
- Lambwath Meadows Site of Special Scientific Interest (SSSI)
- Bail Wood Ancient Woodland Local Wildlife Site (LWS)
- Humbleton Local Wildlife Ste (LWS)

It is noted that the Holderness Inshore Marine Conservation Zone has been scoped out of the study as this phase of the project does not include the marine aspects of the project (see section 12.1).

We note that the core area of the proposed site is 'predominantly hard standing, buildings, gas storage equipment and arable land'. However, there is 'some grassland, scrub, defunct hedgerows and ditches', along with some standing water features which were found to be dry in November 2022.

We would agree that whilst the construction works will take place predominantly across the existing storage facility and arable land which have limited ecological value, we welcome the acceptance that woodland, ditches and grasslands on and in the vicinity of the site have the potential to support protected species for which surveys are/have been undertaken as follows and outlined within the report.

- Bats: whilst no habitat suitable for roosting bats has been identified, transect surveys are being undertaken on the basis that the site provides low suitability of foraging and commuting bats (May – September 2022).
- Badgers: no evidence of presence but potential effects will be considered and precautionary working methods included on the basis that it is a mobile species (November 2022).
- Birds: breeding bird surveys have been undertaken which have identified a diverse breeding bird community of predominantly common species with some species of interest such as barn owl, reed bunting, skylark, meadow pipit and sand martin (March-November 2022).
- Birds: wintering and passage surveys are ongoing (October 2022 to March 2023).
- Great crested newts: assessment and surveys where required of ponds within 500m are ongoing with the intention to undertake eDNA surveys on ponds deemed suitable.
- Reptiles: surveys did not identify the use of the site by reptile species (September 2022)

It is agreed that the likely significant effects to be considered within the EIA will include designated sites (EIA and HRA), foraging/commuting bats, badger and birds including breeding, wintering and passage

The list of species to be scoped out is acceptable and it is welcomed that the ES will provide the baseline data for the species concerned along with any relevant mitigation measures that will be adopted; dormice, water vole, otter, white-clawed crayfish and reptiles.

From the reference list provided with respect to the survey methodologies used/proposed for the above surveys (section 12.8.3), subject to review of the detailed reports, it is anticipated that the surveys have been undertaken in line with generally accepted standards.

The approach to be undertaken to assess the ecological effects follows current best practise guidance (CIEEM Guidelines for Ecological Impact Assessment in the UK and Ireland) as outlined in section 12.8.4.

With respect to mitigation the implementation of standard construction and operational good practice is expected and it is welcomed that site-specific mitigation measures will also be included following the EcIA and HRA process (see section 12.5).

The extent to which the intentions and proposals for investigation, as outlined in the report, are carried through into the ES remains to be determined but the ES should identify and determine the significance of all environmental effects associated with the range of topics identified in the ecological chapter of the report and for all stages of the development i.e. construction and operation. Both identification and commitment to undertake and implement all proposed/required measures to mitigate against any identified impact(s) of the proposed development will be a key factor in determining the acceptability of the proposed development. The proposed ES must be a robust assessment of the environmental impacts of the development proposed.

Biodiversity Enhancements

Government guidance contained within ODPM Circular 06/2005, key principles of the NPPF, section 40 of the Natural Environment and Rural Communities (NERC) Act 2006 and ERLP Strategy Document policy ENV 4 emphasise the statutory basis for planning to provide net gains in biodiversity. Consequently, appropriate biodiversity enhancements, which must be over and above any mitigation measures required to neutralise the impacts of the development on nature conservation interests will need to be incorporated into the design of the development. Biodiversity impacts should be captured and quantified through use of the most recent Defra Biodiversity Metric.

This development presents the opportunity to incorporate features which are beneficial to wildlife into the design of the detailed proposals and should include multifunctional benefits such as; roosting and foraging opportunities and connective habitat for bats, nesting and foraging opportunities for a range of bird species, pond and wetland creation, habitat and hibernacula for amphibian and reptile species, hedgehog houses, insect boxes and log piles. Detailed proposals should be informed by the results of the ongoing surveys and secured by appropriate planning condition.

JW

Consultee Comments for Planning Application

23/02803/EIASCO

Application Summary

Application Number: 23/02803/EIASCO

Address: Gas Line Facility SSE Hornsea Limited Garton Road Aldbrough East Riding Of Yorkshire

Proposal: EIA Scoping Opinion - Aldbrough Hydrogen Storage Project

Case Officer: Mrs Joanne Marshall

Consultee Details

Name: Miss Hannah Jarratt

Address: East Riding Of Yorkshire Council, County Hall, Cross Street Beverley, East Riding Of Yorkshire HU17 9BA

Email: Not Available

On Behalf Of: Public Protection

Comments

Noise- I have reviewed the Environmental Impact Assessment Scoping Report by Environmental Resources Management Limited (dated 31st May 2023, report ref: 0630444) and I am satisfied by the approach taken to address the noise impact of the development on residential amenity.

Impacts on residential amenity by lighting is a factor that Environmental Control would consider for a proposal of this scale. In due course, in support of a full application, a lighting scheme would be required.

Consultee Comments for Planning Application

23/02803/EIASCO

Application Summary

Application Number: 23/02803/EIASCO

Address: Gas Line Facility SSE Hornsea Limited Garton Road Aldbrough East Riding Of Yorkshire

Proposal: EIA Scoping Opinion - Aldbrough Hydrogen Storage Project

Case Officer: Mrs Joanne Marshall

Consultee Details

Name: . Public Protection

Address: East Riding Of Yorkshire Council, Council Offices, Church Street Goole, East Riding Of Yorkshire DN14 5BG

Email: Not Available

On Behalf Of: Public Protection

Comments

ENVIRONMENTAL CONTROL SPECIALIST

Thank you for consulting me on the above application.

This response only considers local air quality and land contamination. Other comments from Public Protection will be provided separately.

I have reviewed the information submitted by the applicant and I have the following comments to make.

LOCAL AIR QUALITY

I have reviewed the Environmental Impact Assessment Scoping Report by Environmental Resources Management Limited (dated 31st May 2023, report ref: 0630444) and I am satisfied by the approach taken to address the impact of the development on local air quality.

LAND CONTAMINATION

I have reviewed the Environmental Impact Assessment Scoping Report by Environmental Resources Management Limited (dated 31st May 2023, report ref: 0630444) and I am satisfied by the approach taken to address the risk to the development from land contamination.

If you require any additional information please contact me

Regards

Consultee Comments for Planning Application

Application Summary

Application Number: 23/02803/EIASCO

Address: Gas Line Facility SSE Hornsea Limited Garton Road Aldbrough East Riding Of Yorkshire

Proposal: EIA Scoping Opinion - Aldbrough Hydrogen Storage Project

Case Officer: Mrs Joanne Marshall

Consultee Details

Name: Jennifer Woollin

Address: East Riding of Yorkshire Council, County Hall, Cross Street Beverley, East Riding of Yorkshire HU17 9BA

Email: Not Available

On Behalf Of: Tree Team

Comments

Proposed retention of existing trees and boundary features is welcomed alongside the proposed planting measures detailed in section 6.8.5.3. Impacts on trees will likely be considered as part of Ecology Chapter and do not require a specific chapter within the ES.

An assessment of any potential impact the development may have on trees should be assessed through an Arboricultural Impact Assessment and Tree Survey in accordance with British Standard 5837 – 2012 ‘Trees in relation to design, demolition and construction Recommendations’ and the requirements shown within the Trees Validation Checklist as shown below. This information should determine tree root protection areas (RPA's) and tree protection measures, and mitigation for any trees losses and the retention of categories A and B and should be detailed.

JW

East Riding of Yorkshire Council
County Hall
Cross Street Beverley
East Riding of Yorkshire
HU17 9BA

Your Ref: 23/02803/EIASCO
Our Ref: Z004733

Yorkshire Water Services
Developer Services
Pre Development Team
PO Box 52
Bradford
BD3 7AY

Tel:
Fax:
For telephone enquiries ring :
Francis Davies on
Planningconsultation@yorkshirewater.co.uk

25th October 2023

Dear Sir/Madam,

Gas Line Facility SSE Hornsea Limited Garton Road Aldbrough - EIA Scoping Opinion - Aldbrough Hydrogen Storage Project

Thank you for consulting Yorkshire Water on the above proposed development.

The development relates to the construction and operation of an underground hydrogen storage facility known as the Aldbrough Hydrogen Storage, located in the East Riding of Yorkshire.

Chapter 6 of the Environmental Impact Assessment Scoping Report, dated 31st May 2023, details the water environment considerations associated with the construction, operation, maintenance and decommissioning of the development. Specifically, this chapter identifies the likely significant Water Resources and Flood Risk effects of the proposed development.

A review of YW's statutory mapping record shows that the scoping boundary, shown in figure 6.2, is absent of any YW clean water mains and the public sewer network. The site is remote from a Source Protection Zone (SPZ). Nevertheless, impacts on public and private water supplies, including licensed abstractions and discharges during construction and operation will be scoped-in the Environmental Statement (ES).

Overall, YW agrees with the scope of the ES

Yours faithfully

Francis Davies
Pre-Development and Planning Manager