Department for Energy Security & Net Zero

Energy Infrastructure Planning
Department for Energy Security and Net Zero
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20/11/2026

By email: Ben.Fisher@cadentgas.com

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Dear Ben,

**REQUEST FOR AN ENVIRONMENTAL DETERMINATION BY THE SECRETARY OF STATE UNDER THE PROVISION OF REGULATION 6 OF THE PUBLIC GAS TRANSPORTER PIPELINE WORKS (ENVIRONMENTAL IMPACT ASSESSMENT) REGULATIONS 1999 (AS AMENDED) ("THE 1999 REGULATIONS").**

**Cadent Gas Limited – Tinsley Viaduct Intermediate Pressure (IP) Gas Pipeline Diversion Project – Request for an Environmental Determination**

Thank you for your letter of 10 September 2026 and supporting documentation ("the Application"), in which you requested an environmental determination by the Secretary of State in accordance with Regulation 6 of the Public Gas Transporter Pipeline Works (Environmental Impact Assessment) Regulations 1999 (as amended) ("the 1999 Regulations").

**Development Description and Background**

The request for an environmental determination relates to the Tinsley Viaduct Intermediate Pressure ("IP'') Gas Pipeline Diversion Project located in Sheffield, South Yorkshire.

The Proposed Works have been brought forward by Cadent Gas Limited to address the deteriorating condition of two existing 24-inch steel gas pipelines suspended beneath the

northbound carriageway footpath of Tinsley Viaduct. The existing pipelines have been in operation since 1968, and deterioration has been identified. Cadent advises that failure of either pipeline could result in the temporary isolation of both assets, potentially resulting in up to 100,000 customers losing gas supply during the high-demand period from October to May and likely necessitating closure of the A631 carriageway.

The Proposed Works seek to improve the resilience, safety and long-term integrity of the gas distribution network through the diversion and replacement of the existing pipelines.

The Proposed Works do not meet the criteria in Part 1 of Schedule 3 of the 1999 Regulations (descriptions of pipeline works in respect of which an Environmental Statement is required). The proposed diversion comprises approximately 2km of pipeline, consisting of 600mm carbon steel and 630mm polyethylene pipework, and does not exceed the relevant length or diameter thresholds contained within Schedule 3.

The Proposed Works also do not meet the criteria in Part 2 of Schedule 3. Cadent has advised that no part of the proposed diversion or working width would be within a sensitive area and that the proposed pipeline would operate at a maximum pressure of 6.99 barg. Notwithstanding this, Cadent has requested an environmental determination from the Secretary of State under Regulation 6(1)(b) to confirm whether the Proposed Works constitute EIA development under the 1999 Regulations.

The submitted Environmental Determination Report (“EDR”) sets out the need for the diversion and describes the engineering, environmental and operational constraints that informed development of the proposed route.

The Proposed Works comprise the following:

- Diversion of two existing 24-inch intermediate pressure gas pipelines through the installation of a single replacement 24-inch intermediate pressure gas pipeline;
- Construction of approximately 2km of new pipeline comprising approximately 600m of 600mm carbon steel pipe and 1.4km of 630mm polyethylene pipe;
- Installation using a combination of open-cut trenching and trenchless construction techniques;
- One micro-tunnel crossing beneath the River Don; and
- Four auger-bored crossings beneath existing transport infrastructure, including rail, tram, road and motorway crossings.

Cadent advises that the replacement pipeline would provide sufficient capacity to meet current and forecast network demand. Following construction, the pipeline would be operated for a period of at least 50 years before being decommissioned, with the pipeline left in situ or removed insofar as required.

## Consultation

The Proposed Works affect Sheffield City Council, which was consulted by the Secretary of State in accordance with Regulation 6(2)(b) of the 1999 Regulations on 25 September 2026.

Sheffield City Council responded on 9 November 2026, confirming that it agrees that the Proposed Works do not fall within either Part 1 or Part 2 of Schedule 3 of the 1999 Regulations and that the Proposed Works would not constitute EIA development, as they are not likely to have significant effects on the environment by virtue of factors such as their nature, size or location.

Sheffield City Council considers that the principal potential effects relate to temporary disruption to active travel routes; effects on trees and other vegetation; disruption to the highway network; and interactions with watercourses, drainage infrastructure and areas at risk of flooding. Sheffield City Council considers that these effects can be appropriately addressed through avoidance, mitigation and compensation and notes that particular attention should be given to ecological and tree protection, active travel and traffic management, flood risk, water pollution, noise and dust during construction. The response goes on to say that:

*'However, the location is not particularly environmentally sensitive and neither the characteristics nor scale of the project are such that the Council would take a different view from the applicant in terms of the lack of need for Environmental Impact Assessment.'*

The Council's response included advice from its relevant technical consultees and National Highways. While these responses did not alter the Council's overall conclusion that the Proposed Works would not constitute EIA development, a number of matters requiring further consideration and appropriate mitigation were identified. National Highways advised that it did not yet have sufficient information to conclude that traffic and transport effects on the Strategic Road Network could be appropriately scoped out and reserved its position pending review of the Construction Traffic Management Plan ("CTMP"), traffic forecasts and construction methodology. The Council's highways advice identified the need for appropriate management of construction traffic and potential disruption to the highway and active travel networks. The Council's Lead Local Flood Authority advised that a Flood Risk Assessment should be undertaken, together with sufficient investigations and surveys to understand existing drainage systems and ensure that they are not compromised by the Proposed Works. These matters are considered further below.

## Secretary of State's Consideration

The Secretary of State has considered all the information submitted in support of the request. In considering the request and whether the Proposed Works are likely to have significant effects on the environment, the Secretary of State has taken into consideration

Schedule 2 of the 1999 Regulations (matters to be taken into account in making an environmental determination) and particularly notes the following:

- The Proposed Works comprise approximately 2km of replacement intermediate pressure gas pipeline within a predominantly urban and industrial environment in Sheffield. The route is located within an area containing existing transport, utility, industrial and commercial infrastructure, including the M1 motorway, A631, railway and tram infrastructure and Meadowhall Shopping Centre.
- The principal landscape and visual effects would arise during construction and would be temporary. During operation, the pipeline would be permanently buried beneath ground level and no above-ground infrastructure would be visible.
- There are no Special Protection Areas, Special Areas of Conservation or Ramsar sites within 10km of the Proposed Works. Local ecological receptors include Local Wildlife Sites and areas of deciduous woodland Priority Habitat.
- An ecological survey has been commissioned and, should suitable protected species habitat be identified, presence/absence surveys will be undertaken and any necessary mitigation licence obtained from Natural England. Tree and hedgerow surveys will also be commissioned where necessary, with any recommendations, such as root protection zones, maintained during construction.
- A Construction Environmental Management Plan ("CEMP") will be produced by the appointed construction contractor and secured by Cadent pursuant to the contract. The CEMP will identify measures to manage potential temporary construction effects and will include provisions to ensure that environmental impacts are appropriately monitored throughout the Proposed Works.
- The findings and recommendations arising from relevant ecological surveys will inform the mitigation required during construction. Appropriate measures will be incorporated into the CEMP and monitored throughout the Proposed Works. Sheffield City Council's Biodiversity Officer considers that the Proposed Works are not likely to give rise to significant environmental effects in relation to ecology requiring EIA. The Secretary of State also notes the Council's expectation that, where tree loss is unavoidable, replacement planting should be provided.
- The Proposed Works cross the River Don, Tinsley Canal and Blackburn Brook and parts of the route are located within areas of flood risk and groundwater vulnerability. Trenchless crossing methods have been incorporated into the design to reduce potential effects on watercourses and associated habitats.
- Sheffield City Council's Lead Local Flood Authority has advised that a Flood Risk Assessment is required, together with sufficient investigations and surveys to understand existing drainage systems and ensure that they are not compromised by the Proposed Works. Cadent has separately committed to engagement with the Environment Agency, Canal & River Trust and Sheffield City Council as Lead Local Flood Authority regarding the proposed crossings, and to obtaining all relevant consents and licences accordingly. The route passes through an area with a long history of industrial development and in proximity to historic and permitted landfill sites. Ground Investigation intrusive surveys will be undertaken prior to construction to establish ground conditions and the likelihood of encountering contamination. The Secretary of State also notes that the Council's relevant technical consultees did not

identify significant effects in relation to contaminated land, archaeology or heritage requiring EIA.

- The Secretary of State notes the archaeological consultation undertaken in relation to the Proposed Works. Sheffield City Council's archaeological consultee considers that there are no anticipated effects on heritage assets of archaeological interest that would constitute a significant environmental effect for EIA screening purposes. The route principally passes through previously developed and disturbed land and no archaeological work is considered necessary. Should unexpected archaeology be encountered during construction, measures for its management will be identified through the CEMP.
- The Proposed Works intersect a Public Right of Way and sections of the National Cycle Network. Discussions with Sheffield City Council are ongoing regarding closures or temporary diversions and, if required, Temporary Closure Orders ("TCO") will be obtained and consultation with local groups undertaken.
- Potential noise and vibration effects have been identified during construction. Should unexpected noise and vibration related impacts arise, discussions will be undertaken with Sheffield City Council's Environmental Health Officer and appropriate steps will be taken to mitigate those unexpected impacts.
- The Proposed Works are located within the Sheffield Citywide Air Quality Management Area. Measures will be identified to minimise dust and control emissions during construction and, if requested by Sheffield City Council, an Air Quality and Dust Risk Assessment will be undertaken to identify potential risks and inform the development of targeted mitigation measures.
- A Construction Traffic Management Plan ("CTMP'') will be produced to identify measures to minimise disruption to public transport services and road users. National Highways has advised that it does not yet have sufficient information to conclude that traffic and transport effects on the Strategic Road Network can be appropriately scoped out and has reserved its position pending review of the CTMP, traffic forecasts and construction methodology. National Highways recommends that the CTMP is prepared in consultation with National Highways to ensure that potential construction impacts on the Strategic Road Network are appropriately understood and mitigated.
- If requested by Sheffield City Council, a Transport Assessment will be undertaken to quantify traffic impacts and engagement with local communities and transport providers will be undertaken. If a Transport Assessment is required, National Highways has requested consultation on its scope insofar as it relates to the Strategic Road Network.
- Cadent has considered potential cumulative effects with planned infrastructure works involving National Highways, E.ON, National Grid, Yorkshire Water and Sheffield City Council. Continued proactive engagement, regular communication and programme alignment with relevant stakeholders will be undertaken to mitigate risks associated with overlapping works.
- The principal environmental effects of the Proposed Works would occur during construction and would be temporary in nature. Sheffield City Council advises that the nature, scale and location of the Proposed Works are not likely to give rise to

significant environmental effects requiring EIA, subject to suitable mitigation being implemented.

## Conclusion

Taking account of all the information submitted and Schedule 2 of the 1999 Regulations, including the written views of Sheffield City Council and the technical consultation responses provided with those views, the Secretary of State concludes that the information provided is sufficient to enable an environmental determination to be made.

The Secretary of State concludes that the Proposed Works **are not** EIA development as they are not likely to have significant effects on the environment due to their nature, scale, location and proposed mitigation measures.

The Secretary of State's decision is on the basis that appropriate mitigation would be put in place, in particular:

### Construction Environmental Management Plan ("CEMP")

A Construction Environmental Management Plan ("CEMP") will be produced voluntarily by the appointed construction contractor and secured by Cadent pursuant to the contract. The CEMP should include, but not be limited to:

- Measures to manage known ecological constraints and any previously unidentified ecological receptors encountered during construction during construction, including appropriate mitigation arising from the findings and recommendations of relevant ecological surveys;
- Measures to manage flood risk, surface water, silt and the risk of spillages during construction;
- Measures to manage any unexpected archaeology encountered during construction;
- Measures to minimise disruption to Public Rights of Way and the National Cycle Network;
- Measures to minimise noise and vibration during construction;
- Measures to minimise dust and control emissions during construction;
- Protocols for the safe handling, storage and disposal of excavated materials, measures to prevent the mobilisation of contaminants and procedures for managing unexpected contamination;
- Measures to minimise visual and lighting impacts during construction; and
- Provisions to ensure that environmental impacts are appropriately monitored throughout the Proposed Works.

### Construction Traffic Management Plan ("CTMP")

A Construction Traffic Management Plan (“CTMP”) will be produced by the appointed construction contractor and secured by Cadent pursuant to the contract. The CTMP will identify measures to minimise disruption to public transport services and road users. All measures will be implemented throughout the Proposed Works and the CTMP will include provisions to ensure that impacts are appropriately monitored.

If requested by Sheffield City Council, a Transport Assessment will be undertaken to quantify traffic impacts, and engagement with local communities and transport providers will be undertaken.

The Secretary of State also notes National Highways’ consultation advice in relation to potential effects on the Strategic Road Network. The CTMP should be prepared in consultation with National Highways insofar as it relates to the Strategic Road Network. If a Transport Assessment is required, National Highways should also be consulted on the scope of the assessment insofar as it relates to the Strategic Road Network.

Should substantial changes occur to the design of the Proposed Works or should any of the mitigation measures identified within the EDR not be implemented a new environmental determination may be required.

A copy of this letter has been sent to Sheffield City Council and published on the GOV.UK Energy Infrastructure Development Applications: Decisions webpage.

Yours sincerely,

Claire Rannard

Head of Environment and Networks
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