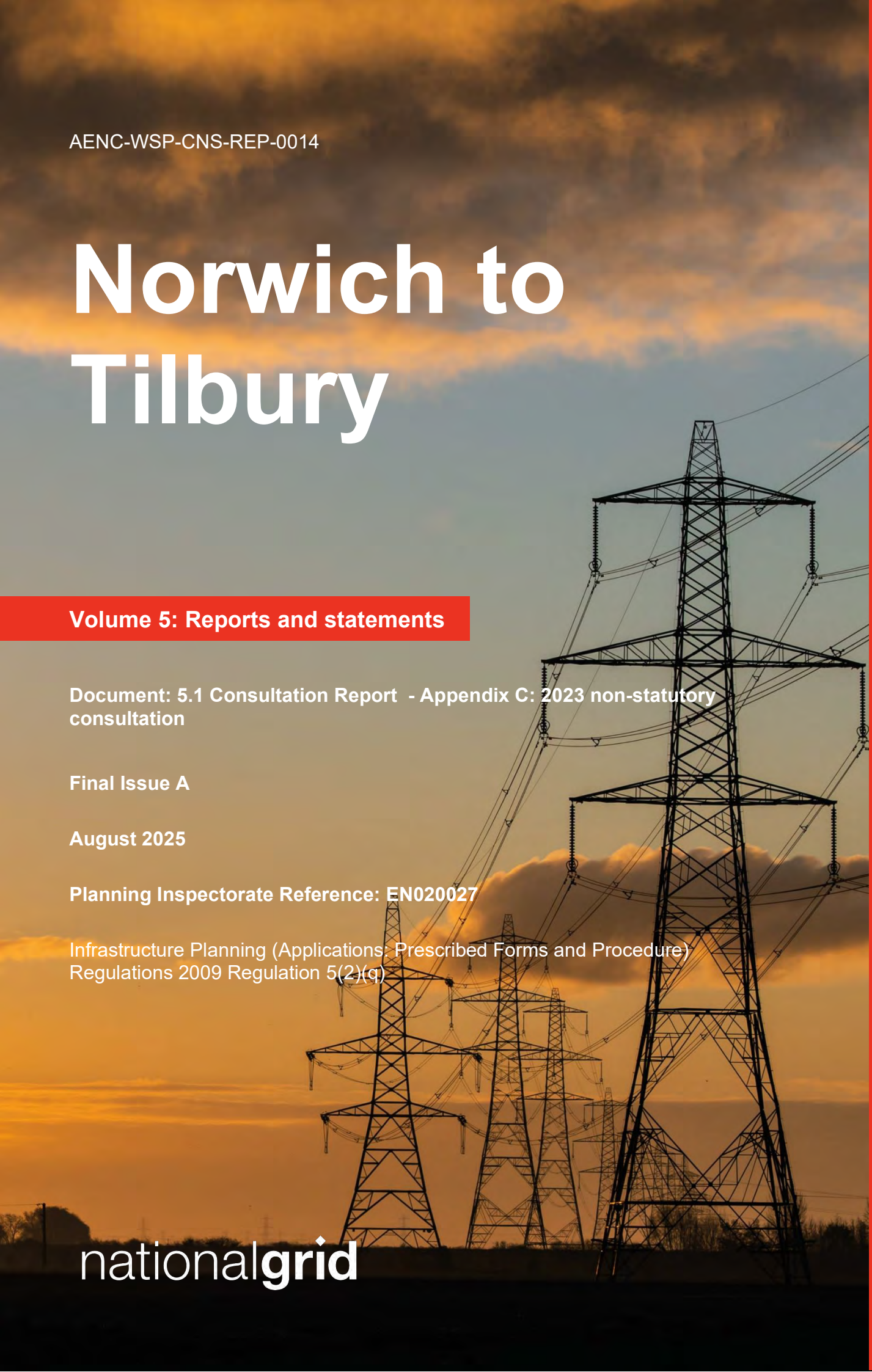
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Norwich to Tilbury



Volume 5: Reports and statements

Document: 5.1 Consultation Report - Appendix C: 2023 non-statutory consultation

Final Issue A

August 2025

Planning Inspectorate Reference: EN020027

Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 Regulation 5(2)(q)

nationalgrid

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2023 Non-statutory Consultation Strategy

The Great Grid Upgrade

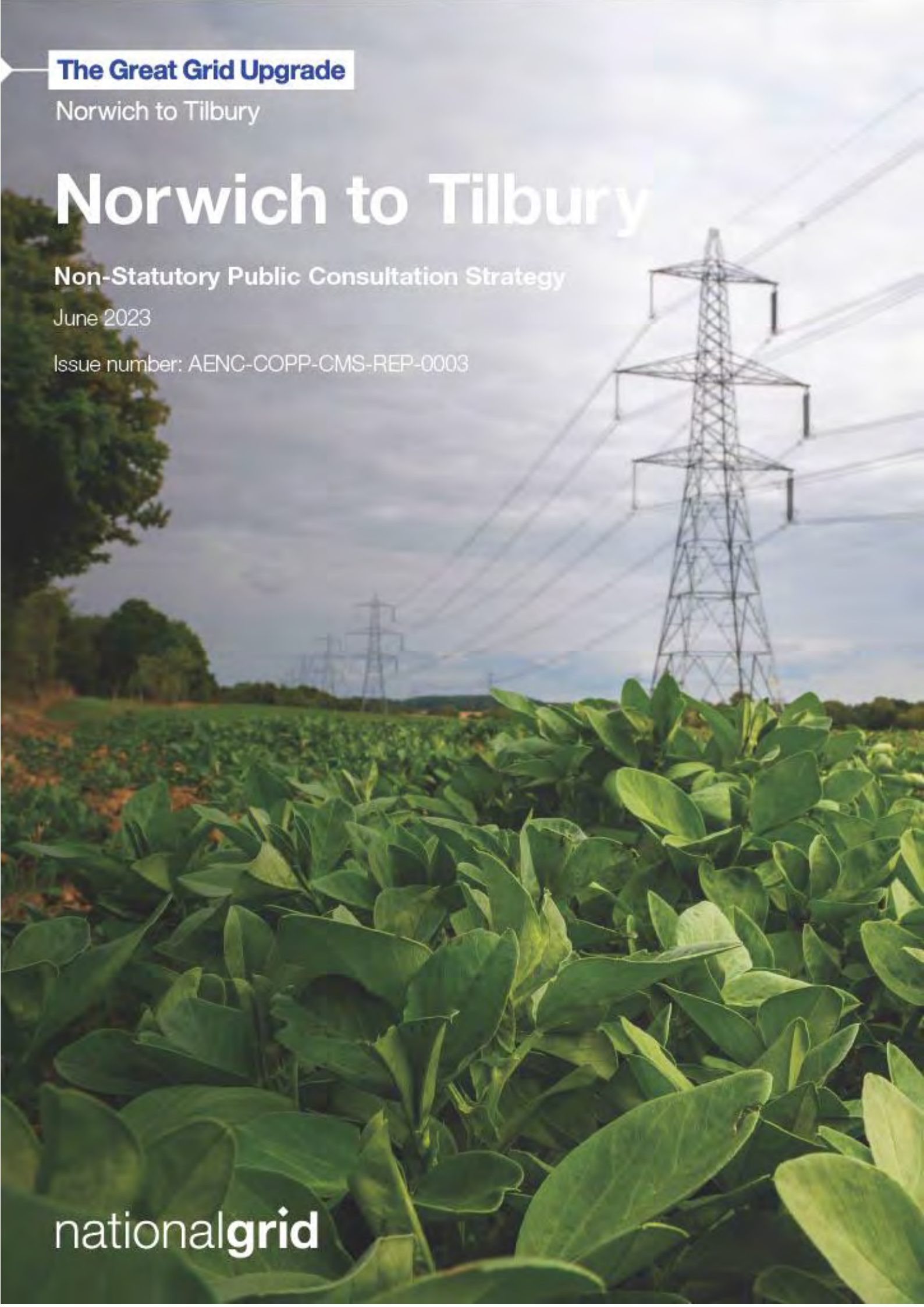
Norwich to Tilbury

Norwich to Tilbury

Non-Statutory Public Consultation Strategy

June 2023

Issue number: AENC-COPP-CMS-REP-0003



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Introduction

This document outlines how National Grid Electricity Transmission (National Grid) intends to carry out a non-statutory consultation in summer 2023 on proposals to provide additional network capability in East Anglia.

National Grid needs to build a new 400 kV electricity transmission line between existing substations in Norwich to Bramford in the north, and from Bramford to Tilbury in the south, and a new substation to connect new offshore wind close to the coast.

Since the close of our first non-statutory consultation in spring 2022, we have taken the time to carefully review your feedback in detail. The information you gave us, along with findings from environmental surveys and assessments, is helping us to develop our plans in more detail.

We were pleased to receive such a high number of responses to the consultation and this feedback is vital to help inform preliminary decisions we make about the project. This includes refining the route of the draft alignment and we will be asking for your feedback on this during this round of consultation.

We have consulted with representatives of all host local authorities on our reasoning and approach to this non-statutory consultation. These comprise: Norfolk County Council, Suffolk County Council, Essex County Council, South Norfolk Council, Babergh District Council, Mid-Suffolk District Council, Colchester Borough Council, Tendering District Council, Braintree District Council, Chelmsford City Council, Basildon Borough Council, Brentwood Borough Council and Thurrock Council.

A Statement of Community Consultation (SoCC) will be prepared ahead of statutory consultation, which is proposed to take place in 2024. The content of the SoCC will build on this consultation approach. It will be discussed with representatives of the relevant local planning authorities and finalised ahead of the formal stage of consultation as per the Planning Act 2008.

National Grid Electricity Transmission – what we do in the UK

National Grid sits at the heart of Britain's energy system, connecting millions of people and businesses to the energy they use every day.

We bring energy to life – in the heat, light and power we bring to our customer's homes and businesses; in the way that we support our communities and help them to grow; and in the way we show up in the world.

It is our vision to be at the heart of a clean, fair and affordable energy future. We believe that by acting now, the UK can become the world's first major clean economy, with net zero carbon emissions by 2050, creating growth and jobs for communities across Britain.

National Grid Electricity Transmission (National Grid) owns, builds and maintains the transmission network in England and Wales. It is National Grid Electricity Transmission that is developing the proposals for the Norwich to Tilbury Reinforcement.

National Grid ESO is the Electricity System Operator (ESO) which operates the transmission network in Great Britain, including the networks in Scotland owned by Scottish Power Transmission and Scottish and Southern Electricity Networks. National Grid ESO manage the

network, ensuring the right amount of energy is provided where it is needed. In April 2019, National Grid ESO became a legally separate business within the National Grid PLC family and is regulated independently by Ofgem.

National Grid Ventures is the unregulated commercial arm of National Grid PLC, investing in technologies and partnerships that help accelerate our move to a clean energy future. That includes interconnectors - connecting the UK with countries across the North Sea, allowing trade between energy markets and efficient use of renewable energy resources.

National Grid Electricity Distribution owns and operates the electricity distribution networks for the Midlands, the South West of England and South Wales, with 8 million customer connections serving a population of over 18 million people.

The world we live in is changing, and the UK is at a turning point as we embrace the enormous opportunities a cleaner, greener future brings. The Government has made it clear that its net zero targets are an important milestone in creating a cleaner, greener future.

The UK has set a world-leading target for tackling climate change, which is to achieve net zero by 2050. Put simply, this means that we will remove the same amount of greenhouse gases from the atmosphere as we produce.

As a country, we are already making progress. The UK has the largest offshore wind capacity in the world, with some 13.6 GW in operation and a further 8 GW under construction.

Recent years have been record-breaking for renewables on the GB transmission network. Summer 2020 saw the longest run since the industrial revolution without burning coal, stretching almost 68 days. Solar power set new records with 10.1 GW of power being produced in April 2023. In January 2023, wind power generated more than it ever has, with 21.6 GW contributing to meeting our energy needs.

The way we generate electricity in the UK is therefore changing rapidly. We are transitioning to cleaner technologies like new offshore windfarms. That means we need to make changes to the grid so the whole country has access to the clean electricity from these new renewable sources.

When developing transmission network proposals, we must, under the Electricity Act 1989, do that in an efficient, coordinated and economical way, and have regard to the desirability of preserving amenity. Options to deliver additional network capability and the options we take forward are evaluated against these statutory duties. We must balance the need to develop the network in a way that is efficient, coordinated and economical, and reduces effects on people and places.

National Grid only develops new infrastructure where the existing transmission system cannot be further upgraded, system changes cannot be satisfied by other means or where customer connections are required. The Norwich to Tilbury project meets all those requirements for new infrastructure to be developed.

We have explained how we set out to meet these responsibilities and our commitments relating to engagement and consultation about our proposals in our Stakeholder, Community and Amenity Policy.

For further clarification on any of the detail included within this document, National Grid has a glossary of terms and acronyms which can be found at the following website address:

https://www.nationalgrid.com/uk/electricity-transmission/about-us/glossary-terms-and-acronyms.

Norwich to Tilbury Reinforcement

East Anglia is an important and developing region for renewable and low carbon energy.

The existing network in East Anglia currently carries around 4,500 MW of electricity generation. By 2031, we expect between 14,000 MW and 18,500 MW of new generation and interconnection to connect in the region. Today there is 4,100 MW of existing generation in East Anglia. By the end of the decade, with new nuclear, offshore wind and interconnectors, that is set to rise to approaching 25,000 MW – far exceeding the capability of the existing network. It is that change that is driving the need to provide additional transmission network capability out of the region.

Our existing power lines do not have sufficient capacity to accommodate this new generation. We are already carrying out work to upgrade the existing transmission network in East Anglia, however even with these upgrades the network will not be sufficient.

Norwich to Tilbury is a key part of our wider investment programme to upgrade our electricity transmission network in East Anglia to ensure we meet this future energy transmission demand.

Key activities since the last consultation

Between April and June 2022, we held our first consultation, writing to more than 50,000 homes and businesses in the local community.

The consultation was non-statutory with the purpose to:

- introduce our proposals and explain why we need to reinforce our network in East Anglia
- explain the options that have been considered and how we identified a preferred corridor and substation site
- listen to local communities and stakeholders, answer questions and ensure stakeholders had the opportunity to provide feedback on our work to date.

Since this initial consultation, we have:

- sought landowner access for surveys
- published the summary newsletter of our first non-statutory consultation online and issued to over 50,000 properties
- continued to engage with elected representatives, including MPs and councillors
- undertaken Environmental Impact Assessment scoping
- carried out environmental surveys and appraisals to provide more detail on the potential environmental effects of our proposals.

In addition to these activities, the project has been confirmed within Ofgem's Accelerated Strategic Transmission Investment (ASTI) framework. More information about this can be found in our Project Background Document (2023).

Purpose of the 2023 non-statutory public consultation

Following the close of our first non-statutory public consultation in June 2022, we have been carefully reviewing all consultation feedback in detail. We have made good progress and we want to share this at the earliest opportunity to enable people to give feedback on our indicative developing proposals.

The feedback from the 2022 non-statutory consultation, alongside the surveys and assessments, has been taken into account as we develop the project and identify a preliminary draft route alignment.

During the summer 2023 consultation, we will present the following:

- a preferred draft alignment which shows potential positions for overhead line and associated pylons, underground cables, cable sealing end compounds and connection substations
- an explanation of how consultation feedback, along with the findings of surveys and assessments, have informed our preliminary decision-making to date
- a Feedback Report which will summarise the feedback we received during the spring 2022 consultation and how it has been considered.

We will ask for feedback on the preferred draft alignment and if there is anything else we should consider as we further develop the project.

Consultation timing

This non-statutory consultation will run from Tuesday 27 June 2023 to Monday 21 August 2023. Consultation will be open for eight weeks.

Consultation area

We have mapped out a Primary Consultation Zone (PCZ) and a Secondary Consultation Zone (SCZ) to inform our engagement activities. They are shown in the appendices.

The PCZ (see Appendix A) will include people whose property postcodes lie within 1km of the preferred draft alignment. Where appropriate, the PCZ has been extended to include whole streets and postcodes rather than the 1km boundary dissecting hamlets or neighbourhoods. All relevant stakeholders within this area will be consulted including contacting each residential and business addresses directly.

We have extended the PCZ to include all properties which were included within the PCZ of the 2022 consultation, even though they may fall more outside of the 1km limit from the preferred draft alignment.

Before the start of the consultation, we will mail a newsletter to all properties within the PCZ. The newsletter will include:

- an introduction to the project and an explanation of what we are consulting on
- details of the project website, public exhibitions, webinars and how stakeholders can leave their feedback on our proposals
- information on further project materials and where these can be accessed

- a map showing the preferred draft alignment
- an updated project timeline.

We will include details on how people without access to the internet can view paper copies of materials and project contact details to find out more information.

The SCZ (see Appendix A) will extend to 4km from the edge of the preferred draft alignment. The SCZ will include stakeholders who are further from the project but may have concerns about it, such as construction traffic and long-distance views. Anyone can register to receive all project information and be engaged with the project as they wish.

We will seek to raise awareness of the project and public consultation with stakeholders within the SCZ through the broad dissemination of information. This will include:

- placing advertisements in local and regional newspapers providing information about the consultation and how to get involved
- providing project documents at information point locations within and beyond the SCZ for public viewing
- placing advertisements on social media to target different demographics and to include those who might not otherwise engage with the consultation
- publishing details of consultation events on the project website
- providing contact details for queries and how to request paper copies of consultation materials on the project website.

Materials

The following materials will published at the start of the consultation:

Material type	Description
Community newsletter June 2023	Direct mailout to all in the PCZ summarising details of the project and public consultation.
Project Background Document 2023	Non-technical document providing an overview of the project and detailing our proposals and how we are consulting.
Design Development Report 2023	An in-depth technical document detailing the work we have undertaken to date, focusing on the work since the 2022 consultation.
Strategic Options Backcheck and Review 2023	Providing an overview of the appraisal approach we have used to date to consider strategic options. These are reviewed and backchecked on as part of the ongoing strategic options assessment and decision-making process.
2022 Non-Statutory Consultation Feedback Report	Summarising the feedback we received during the 2022 consultation and how it has been considered.
Maps of our proposals 2023	Maps showing the location of the preferred draft alignment and the graduated swathe.
Interactive map	An interactive map of the route alignment will be produced to provide a more detailed view of the proposed route.
Advertisements/ posters	Adverts (print and social) and posters to inform people in the SCZ of the consultation. Posters will be provided to local stakeholders to display throughout the consultation.
Website	Hosting all project information, including downloadable versions of all the above documents, FAQs, an online feedback form

	and interactive map.
Non-statutory Consultation Feedback Form 2023	To gather consultation comments and feedback. Available on the website, and in paper form at consultation events, information points or by request.
Exhibition boards 2023	For display at consultation events, providing an overview of key aspects of the scheme. The information will reflect the content of the consultation website pages.

Stakeholder briefings and meetings

At the start of public consultation, we will offer briefing meetings with the following stakeholders:

- Members of Parliament where all or part of their constituencies lie within the PCZ
- elected representatives of District and County Councils that fall within the PCZ
- parish councils where all or part of the parish fall inside the PCZ.

We will engage with other organisations on request. These may include:

- third party groups such as Local Enterprise Partnerships and Business Groups
- community groups or residents' associations with a close geographical relationship to the project
- parish councils which fall outside of the PCZ
- interest groups with a close relationship to the project
- local Youth Parliaments/Councils, Youth Advisory Boards (YABs), youth groups, and universities.

These stakeholders will be sent digital copies of project information (paper copies will be provided upon request) along with details on how to respond to the consultation and engage with the project team. We will keep them updated at key project milestones.

Public consultation

We are proposing to use a blend of digital and traditional engagement channels for this public consultation. This will involve using the project website and other digital tools to present information on the project and gather feedback on our proposals.

We remain committed to engaging with all stakeholders throughout the consultation period. We want to ensure that all our engagement and consultation is inclusive and will reach those who otherwise may not engage with us.

We also recognise that some people may not have access to or use of the internet. We have taken steps to ensure that paper copies of all our materials are available either upon request or at specified locations along the route.

We will work with local authorities to ensure we have identified suitable locations for information points and wherever possible aim to accommodate suggestions beyond the venues and locations already identified in past consultation rounds.

Project website

We will update the project website so that people can easily access and download project information and documents and find links to other resources that will also be available to view at a traditional public consultation event. It will include:

Function	Rationale
Document library with access to the information	The library will be the 'go to' deposit location for all project information. It will ensure that all project information is available in one, easy to access location. We will encourage third parties hosting information point locations (such as local authorities, libraries, etc) to provide links to this page.
Consultation pages to display all relevant information and material being presented for consultation	Project documents will be laid out in a simple, visual and interactive format, with pointers and instructions throughout to aid easy navigation.
Find out more pages	Details of dates and timings of consultation events and webinars during the consultation period.
FAQs	This will help visitors to find answers to frequently asked questions.
Project videos and infographics	A way of explaining the plans in a way that is accessible and understandable to the general public, ensuring greater levels of inclusion.
Project news section	This section will enable members of the public to stay updated on the project and provides an easily accessible place for all recent updates to be hosted.
Project contact details	Telephone, email and freepost details are on the website and all consultation materials for the public to get in contact and request further details or ask questions.
Feedback form	The online form will enable members of the public to provide their feedback easily and send it back directly to the project team.
GDPR (Legal statement)	All personal data will be held in accordance with the General Data Protection Regulation (GDPR) (EU) 2016/679 and personal data will not be transferred outside of the European Economic Area, or used for purposes other than those outlined. The website will be made accessible for all users through the provision of audio guides, videos, other visual material, and the ability to request translation.

Interactive map

An interactive map of the entire route and supporting points of interest, such as the ability to zoom to specific locations. There will be pointers to further information, which may contain images, text or signpost to a different page that expands on the subject.

Public information events and webinars

A programme of public events and webinars will provide stakeholders opportunities to find out more about the proposals and to provide feedback.

Public events are organised to be accessible to as many stakeholders as possible and held at suitable venues. In person public events will provide the opportunity to speak to technical experts within the team. If events need to be cancelled for any reason, we will hold an online event on the published date, where practicable.

Online webinars will be organised to enable the project team to present the same information as that at the public events to a large number of interested stakeholders. At least one webinar will be recorded and made available on the project website for playback by those who cannot attend the webinar sessions. The sessions will also include time for questions and answers.

Both in person and online webinar events will be held over a number of weeks during the consultation to provide multiple opportunities for people to take part.

Information helpline

Contact details including a freephone information line, email address and freepost address will be widely publicised, including in paper copies of consultation publicity materials and on the website. People will be able to request information over the phone.

Providing feedback on our proposals

We want to make providing feedback on our proposals as easy as possible for all stakeholders. Paper copies of the feedback form will be available at public events (Appendix B) and at information points along the route (see Appendix C). Visitors to our project website will be able to fill out a feedback form online and send it back directly or download and print and return via our freepost address.

Members of the public will also be able to telephone our freephone contact number and request a paper copy of the feedback form, enabling them to send their feedback to the project team free of charge.

We will review all returned feedback forms. Comments will analysed and considered as the project is developed further.

Advertising

We will use advertising to raise awareness of the public consultation on the project proposals.

Traditional media

To raise general awareness of the project within the area and to advertise the consultation programme, we will place advertisements in key local and regional publications. These advertisements will help ensure that stakeholders without access to the internet, or who do not frequently use sites which will receive targeted virtual advertisement, are made aware of the project consultation.

Advertisements will published at the start of public consultation to inform stakeholders of deadlines for feedback and public information event and webinar dates.

We will also engage proactively with local news media including radio and broadcast to provide a briefing on the proposals to inform coverage of the consultation and will be responding constructively to any requests for media interest throughout the consultation.

Digital media

Where newspapers have a related digital outlet, we will publish corresponding adverts on the digital publications of those newspapers where ads are printed in paper copy. These ads will target postcodes within the SCZ.

Social media

We will use social media to advertise the consultation. Advertisements will target the postcodes within the PCZ. Social media advertisement may draw in stakeholders who wouldn't otherwise engage with the consultation, for example, young people. We will also ask local authorities, and other identified groups, to use their own social media channels to advertise the consultation.

Engaging with Hard to Reach and interest groups

Hard to Reach groups are defined as being inaccessible to most traditional and conventional methods of consultation for any reason. We recognise that some people and groups may not have access to, or use of, the internet or be able to access traditional consultations easily.

To ensure our consultation is accessible to all, we will:

- publish and advertise our contact details widely so people can call, email or write to us for assistance
- directly mail a newsletter to all stakeholders within the PCZ and provide details of how to access paper copies of other project documents, and provide feedback by post
- set up information points along the route where people can collect paper copies of some documents and feedback forms, including in the north section where internet access is more limited
- make important information available in 'plain English' in both digital and non-digital formats to make it as accessible as possible for people to understand and take part in consultation, enhanced with supporting images, drawings and graphics to make it easier for people to understand technical information

- wherever possible, upon request aim to provide materials in different formats, including easy-read, large print and in different languages. To request this, we ask that consultees and/or stakeholders contact the project team
- advertise the availability of the telephone helpline.

Hard to Reach groups may include the following:

- ethnic minority groups and people for whom English is a second language
- the Traveller community
- the elderly
- people with visual and hearing impairments
- people with limited mobility/disability
- the 15-19 and 20-39 age groups
- carers and families with young children
- economically inactive individuals
- geographically isolated communities or individuals.

Interest groups will include:

- business groups such as Local Enterprise Partnerships and Chambers of Commerce
- community groups such as residents' associations with a close geographical relationship to the project
- educational establishments like universities, colleges and schools along the route.

Communication tools for Hard to Reach and interest groups

Leading up to and during the consultation period we will carry out the following:

Communication tool	Objective(s)	Result
Direct engagement	Engagement with representative groups and organisations, building links with the project and helping identify Hard to Reach and interest groups in local communities. These could include community groups, youth groups, business groups, activity centers, ethnic minority groups, religious groups.	National Grid can make use of existing communications channels that these community groups have in place to communicate with a wider audience of harder to reach groups and individuals.
Website	An online hub for the consultation, providing two-way communication between the public and the project.	This will support easy access to information for anyone with either visual or hearing impairments.
Engagement with ambassadors/ champions (for example, parish	Identify community leaders who can help facilitate wider consultation beyond traditional channels and assist	Feedback is received from Hard to Reach group representatives and individuals.

councils which have their own communications channels)	the project team in identifying likely issues and concerns from stakeholders and ways to overcome them.	
Online awareness - consultation will be publicised through the following channels: • printed materials • press releases • paid advertising • social media advertising	To engage with a wide range of audiences and spread awareness of the proposals and consultation to those who may not otherwise hear about them or have the opportunity to participate. These may be integrated with other consultation activities.	To enable participation in the consultation process.
Telephone helpline	Offering a further alternative to paper copy or online materials, especially for people who may be visually impaired.	To engage with those who may have difficulty accessing online information or attending in-person events.
Paper copy materials	Providing paper copies of materials to those without access to the internet on request.	To engage with those who may have difficulty accessing online information or attending in-person events.

Hard to Reach and interest groups contact database

We have created a database of identified relevant contacts at Hard to Reach and seldom heard community groups and other interest groups and organisations.

We will use this contact database to ensure these groups and organisations are kept up to date with the development of the scheme.

We will also continue to monitor the success of our communications tools to test the suitability of our approach to engagement.

Depending on the reception of our early communications with these interest groups, we will adjust our approach to engagement accordingly.

Youth engagement

Young people will be the greatest beneficiaries of net zero. As a result, we have increased our focus on youth engagement for the 2023 non-statutory consultation.

In order to better engage with young people in the region, we will look to hold additional youth-focused events.

Along with our public webinars, we propose to hold an additional youth engagement forum which will provide an opportunity for young people to meet and discuss our plans with the project team. The key discussions and actions will be documented and outlined in a report circulated to all participating groups.

We intend to maintain this engagement post-consultation, holding online and in-person events in collaboration with education providers. These events will look to give attendees an opportunity to not only give their views on the project, but help shape our approach to future youth engagement.

We will ask local authorities, and other identified groups, to use their own social media channels to advertise the consultation and distribute key project information to young people within their Hard to Reach database.

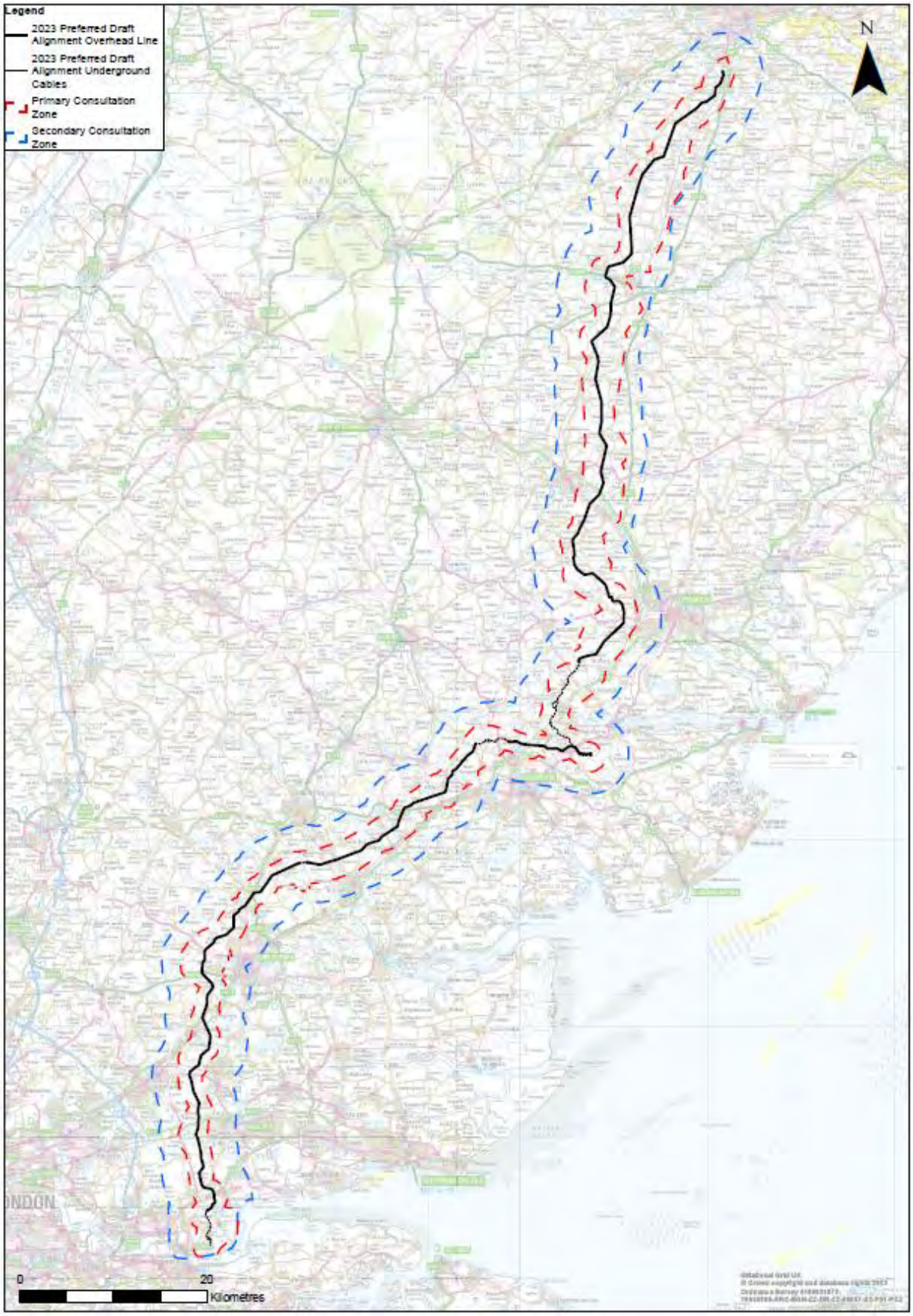
Reporting on the consultation

The outcomes from the 2023 non-statutory consultation will be made available to the public and stakeholders in a range of ways. Initially, our aim will be to publish an update newsletter following the consultation which will provide an overview of the key matters raised, how we're considering them and what the timescales and next steps are.

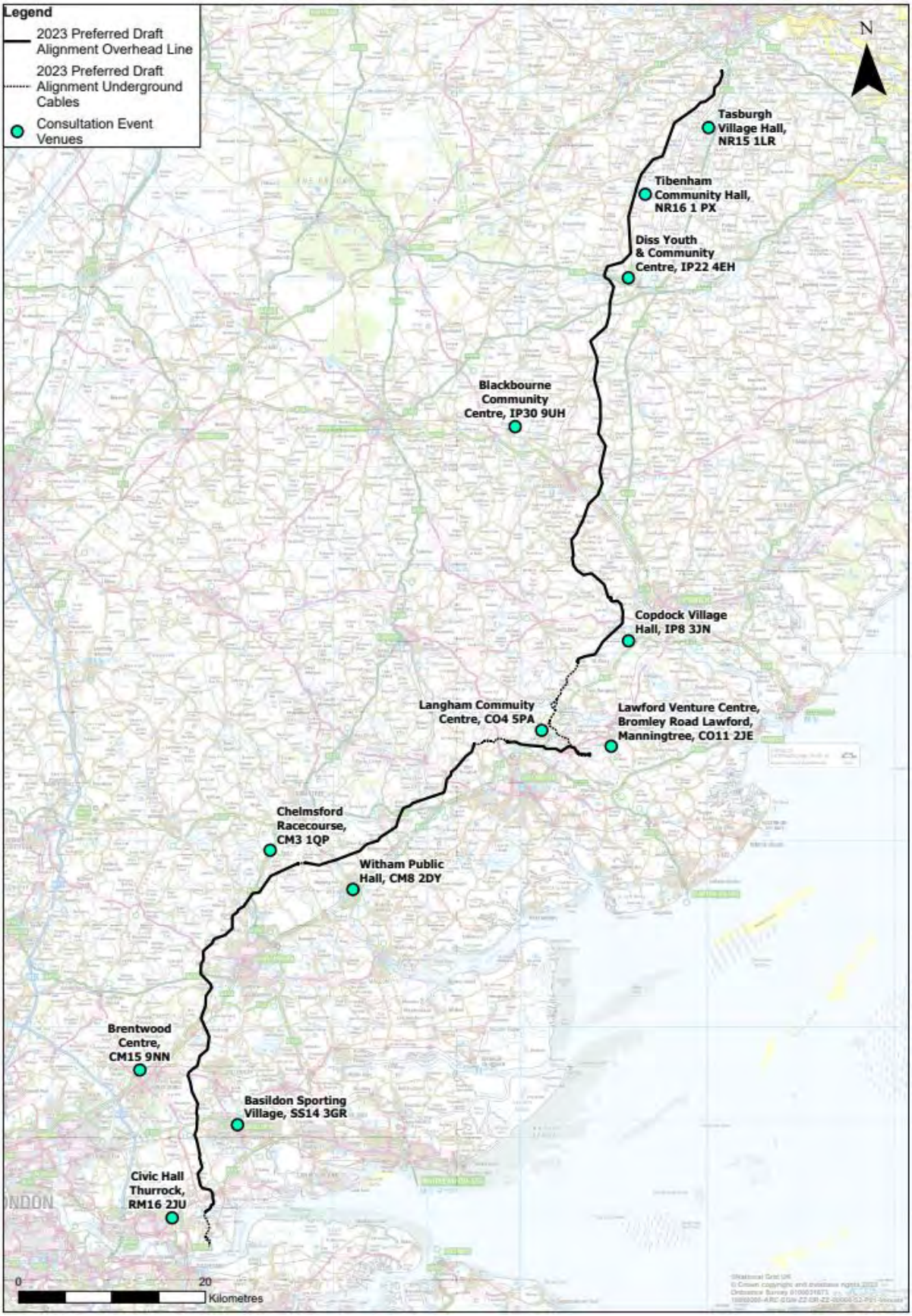
At statutory consultation, we will provide a full consultation feedback report detailing how we've had regard to the feedback received.

Appendices follow

Appendix A - Consultation zones



Appendix B – Public event and online webinar details



Date and time	Venue
Thursday 6 July 2-7pm	**The Brentwood Centre**, Doddinghurst Road, Pilgrims Hatch, Brentwood, CM15 9NN
Friday 7 July 2-7pm	**Diss Youth & Community Centre**, Shelfanger Road, Diss, IP22 4EH
Saturday 8 July 11am-4pm	**Lawford Venture Centre 2000**, Bromley Road, Lawford, Manningtree CO11 2JE
Monday 10 July 1-6pm	**Tibenham Community Hall**, Pristow Green Lane, Tibenham, Norwich NR16 1PX
Tuesday 11 July 11am-4pm	**Blackbourne Community Centre**, 71 Blackbourne Road, Elmswell, Bury St Edmunds, IP30 9UH
Wednesday 12 July 2-7pm	**Chelmsford City Racecourse**, Chelmsford, CM3 1QP
Thursday 13 July 2-7pm	**Langham Community Centre**, School Road, Langham, Colchester, CO4 5PA
Monday 17 July 2-7pm	**The Civic Hall**, Blackshots Lane, Grays, RM16 2JU
Tuesday 18 July 1-6pm	**Tasburgh Village Hall**, Grove Lane, Tasburgh, NR15 1LR
Wednesday 19 July 2-7pm	**Copdock Village Hall**, Old London Road, Copdock, IP8 3JN
Thursday 20 July 2-7pm	**Witham Public Hall**, Collingwood Road, Witham, CM8 2DY
Friday 21 July 2-7pm	**Basildon Sporting Village**, Cranes Farm Road, Basildon, SS14 3GR

In addition to in person events we are also holding online webinars where we will present details of the proposals followed by an opportunity to ask questions.

Date	Time
Wednesday 5 July	1-2pm
Tuesday 25 July	7-8pm
Saturday 12 August	10-11am
Thursday 17 August	10-11am

Appendix C – Information point locations

The following information points have been set up along the route. You can collect paper copies of selected consultation documents, as well as the feedback form from these throughout the duration of the consultation.

Please note that opening hours may vary. It is advised to check ahead to ensure that the information point venue will be open and has the materials available before travelling. This can be done either by contacting the locations directly or by contacting the Norwich to Tilbury Community Relations team on 0800 151 0992 who will be happy to assist.

Information Point	Address
Norfolk County Council*	County Hall, Martineau Lane, Norwich, Norfolk, NR1 2DH
Long Stratton Library	The Street, Long Stratton, NR15 2XJ
Diss Library	Church Street, Diss, IP22 4DD
Stowmarket Library	Milton Road, Stowmarket, IP14 1EX
Suffolk County Council	Endeavour House, 8 Russell Rd, Ipswich, IP1 2BX
Capel Library	The Street, Capel St Mary, Ipswich, IP9 2EF
Tendring District Council	88-90 Pier Avenue, Clacton on Sea, Essex, CO15 1TN
Manningtree Library*	High Street, Manningtree, CO11 1AD
Colchester Library	Trinity Square, Colchester, CO1 1JB
Coggeshall Library	29 Stoneham Street, Coggeshall, Colchester, CO6 1UH
Witham Library*	18 Newland Street, Witham, CM8 2AQ
Writtle Library	45 The Green, Writtle, Chelmsford, CM1 3DT
Chelmsford Library	County Hall, Market Road, Chelmsford, CM1 1QH
Ingatestone Library	High Street, Ingatestone, CM4 9EU
Billericay Library*	143 High St, Billericay, CM12 9AB
Brentwood Borough Council	Town Hall, Ingrave Road, Brentwood, CM15 8AY
Tilbury Library	Kanmore House, 16 Civic Square, Tilbury RM18 8AD

* Availability may vary from other locations listed. Please contact the Community Relations team on 0800 151 0992 for more information.

National Grid plc
National Grid House,
Warwick Technology Park,
Gallows Hill, Warwick.
CV34 6DA United Kingdom

Registered in England and Wales
No. 4031152
nationalgrid.com

Appendix C2

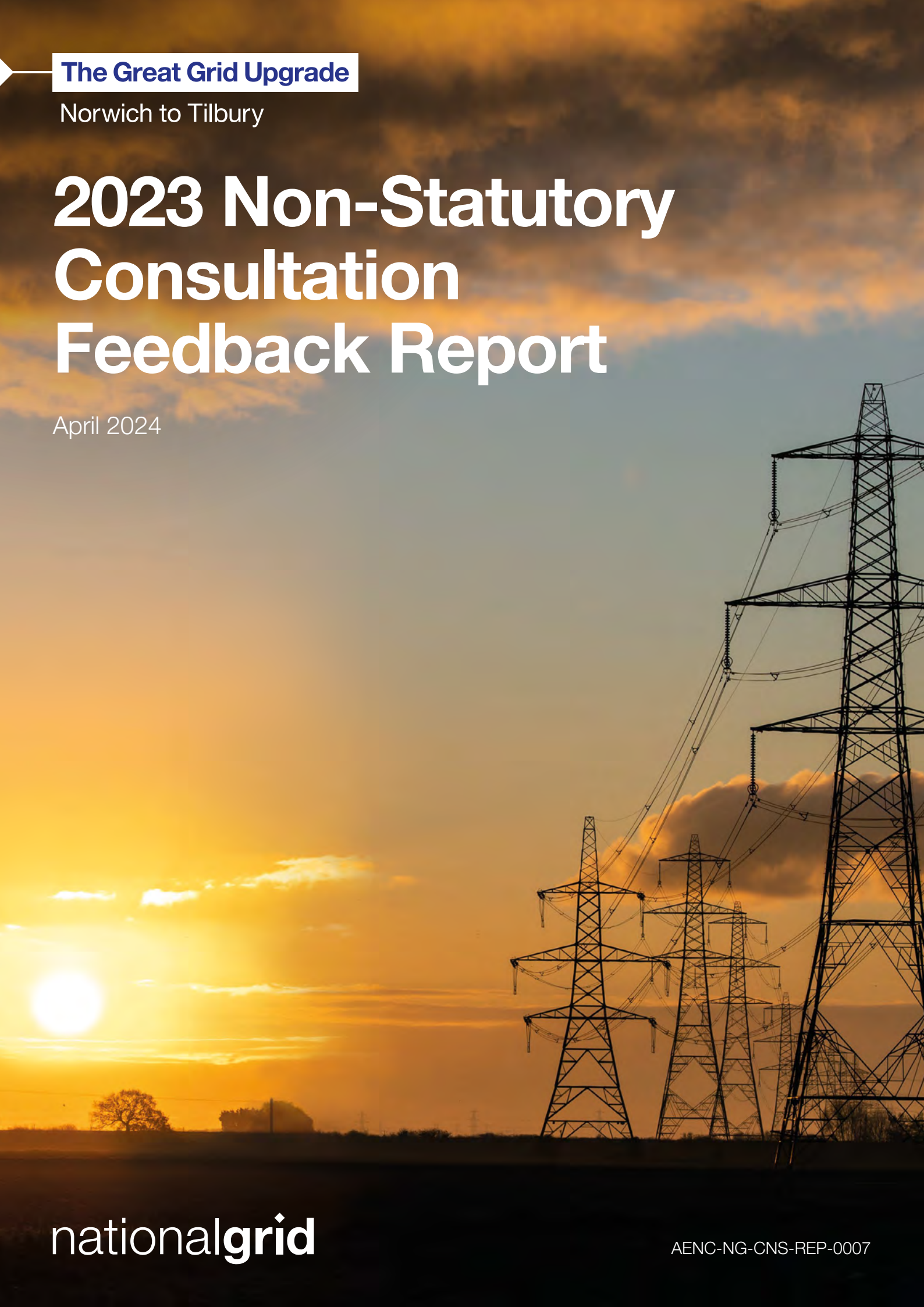
2023 Non-statutory Consultation Report and Appendices

The Great Grid Upgrade

Norwich to Tilbury

2023 Non-Statutory Consultation Feedback Report

April 2024



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Abbreviations

AC	Alternating Current
AIA	Arboricultural Impact Assessment
AIL	Abnormal Indivisible Load
AONB	Area of Outstanding Natural Beauty* now known as National Landscapes
ASTI	Accelerated Strategic Transmission Investment
BBC	British Broadcasting Corporation
BEIS	Department for Business, Energy and Industrial Strategy
BNG	Biodiversity Net Gain
BPA	British Pipeline Agency
BPM	Best Practicable Means
BS	British Standard
BTNO	Bramford to Twinstead Network Optimisation
CAA	Civil Aviation Authority
CaPex	Capital Expenditure
CEMP	Construction Environmental Management Plan
CGI	Computer-Generated Imagery
CION	Connection and Infrastructure Options Note
CIT	Carbon Interface Tool
CLA	Country Land and Business Association
CoCP	Code of Construction Practice
CO2e	Carbon Dioxide equivalent
CNP	Critical National Priority
CPRSS	Corridor and Preliminary Routeing and Siting Study
CSE	Cable Sealing End
CTMP	Construction Traffic Management Plan
CUSC	Connection and Use of System Code
CWS	County Wildlife Site
DBA	Desk Based Assessment
DC	Direct Current
DCO	Development Consent Order
DCP	Dynamic Cone Penetrometer

DDR	Design Development Report
DfT	Department for Transport
DGPS	Differential GPS
DLL	District Level License
DMRB	Design Manual for Roads and Bridges
DNO	Distribution Network Operators
EACN	East Anglia Connection Node
EEAST	East of England Ambulance Service Trust
EHV	Extra High Voltage
EIA	Environmental Impact Assessment
EMF	Electric and Magnetic Fields
ES	Environmental Statement
ESO	Electricity System Operator
ETYS	Electricity Ten Year Statement
EWP	Energy White Paper
FAQ	Frequently Asked Question
FES	Future Energy Scenarios
FRA	Flood Risk Assessment
GA	General Aviation
GB	Great Britain
GCN	Great Crested Newt
GDPR	General Data Protection Regulation
GI	Green Infrastructure
GIL	Gas Insulated Line
GIS	Geographic Information System
GLVIA3	Guidelines for Landscape and Visual Impact Assessment
GP	General Practitioner
GPS	Global Positioning System
GREEN	Green Energy Enablement
GW	Gigawatts
HDD	Horizontal Directional Drilling
HGV	Heavy Goods Vehicle

HM	His Majesty
HND	Holistic Network Design
HRA	Habitats Regulations Assessment
HSE	Health and Safety Executive
HV	High Voltage
HVDC	High Voltage Direct Current
IAQM	Institute of Air Quality Management
ICB	Integrated Care Board
ICNIRP	International Commission on Non-Ionizing Radiation Protection
ILS	Instrument Landing System
IT	Information Technology
KC	King's Counsel
km	Kilometre
kV	Kilovolt
LA	Local Authority
LEMP	Landscape and Ecology Management Plan
LGV	Light Goods Vehicles
LLFA	Lead Local Flood Authorities
LoD	Limits of Deviation
LPA	Local Planning Authority
LTC	Lower Thames Crossing
LVIA	Landscape and Visual Impact Assessment
LWR	Least Worst Regret
m	Metres
MAHP	Major Accident Hazard Pipelines
MAHS	Major Accident Hazard Sites
MIIA	Mineral Infrastructure Impact Assessment
mm	Millimetres
MOD	Ministry of Defence
MP	Member of Parliament
MRA	Minerals Resource Assessment
NETS	National Electricity Transmission System

NFU	National Farmers' Union
NGET	National Grid Electricity Transmission
NGO	Non-Governmental Organisation
NHS	National Health Service
NOA	Network Options Assessment
NPPF	National Planning Policy Framework
NPS	National Policy Statement
NPV	Net Present Value
NSIP	Nationally Significant Infrastructure Project
NTS	National Transmission System
OCSS	Offshore Coordination Support Scheme
Ofgem	Office of Gas and Electricity Markets
OHL	Overhead Lines
OpEx	Operating Expense
OS	Ordnance Survey
OTNR	Offshore Transmission Network Review
OWF	Offshore Wind Farm
PBD	Project Background Document
PCZ	Primary Consultation Zone
PDF	Portable Document Format
PEI	Preliminary Environmental Information
PEIR	Preliminary Environmental Information Report
PINS	Planning Inspectorate
PPA	Planning Performance Agreement
PR	Public Relations
PRoW	Public Rights of Way
PV	Photovoltaic
QR	Quick Response
RAF	Royal Air Force
RAMS	Risk Assessment and Method Statement
REAC	Register of Environmental Actions and Commitments
RSPB	Royal Society for the Protection of Birds

SAC	Special Area of Conservation
SCZ	Secondary Consultation Zone
SDG	Sustainable Development Goals
SEBs	Statutory Environmental Bodies
SLA	Special Landscape Area
SMEs	Small and Medium Enterprises
SOBR	Strategic Options Backcheck and Review
SoCC	Statement of Community Consultation
SoS	Secretary of State
SNEE	Suffolk and North East Essex
SPA	Special Protection Area
SPZ	Source Protection Zone
SRN	Strategic Road Network
SSSI	Site of Special Scientific Interest
STC	System Operator Transmission Owner Code
STGO	Special Types General Order
STW	Sewage Treatment Works
SuDS	Sustainable Drainage System
SWMP	Site Waste Management Plan
TA	Transport Assessment
TO	Transmission Owner
TOR	Terms of Reference
TTG	Thames Terrace Grassland
UK	United Kingdom
UKHSA	UK Health Security Agency
UKOP	UK Oil Pipeline
UKPN	UK Power Networks
UN	United Nations
UNESCO	United Nations Educational, Scientific and Cultural Organisation
URL	Uniform Resource Locator
USAFF	United States Army Air Forces
USAF	United States Air Force

WHO	World Health Organisation
WIIA	Waste Infrastructure Impact Assessment
WRC	Wastewater Recycling Centre
WWII	World War Two
ZTV	Zones of Theoretical Visibility
3D	Three Dimensional

Executive Summary

National Grid Electricity Transmission (NGET) referred to as National Grid within this report, is developing proposals to reinforce the high voltage power network in East Anglia. It is National Grid that is developing plans for Norwich to Tilbury Project (referred to as the 'Project' in this report). Norwich to Tilbury, previously known as the East Anglia Green Energy Enablement (GREEN), would support the UK's net zero target through the connection in East Anglia of new low carbon energy generation and by reinforcing the local transmission network.

We want to ensure that members of the public and all stakeholders are engaged at each iterative stage in the development of the draft proposals and that everyone has the opportunity to comment on the draft proposals at key decision-making points.

In spring 2022, a non-statutory public consultation was held for a period of eight weeks, between 21 April 2022 and 16 June 2022. This 2022 non-statutory consultation introduced the Project, explained how National Grid had developed its proposals, and sought the views of the public and stakeholders.

In summer 2023, additional non-statutory public consultation was held for a period of eight weeks, between 27 June 2023 and 21 August 2023. The feedback received from the 2022 non-statutory consultation helped to shape and guide the development of the proposals presented at the 2023 non-statutory consultation. The 2023 non-statutory consultation presented a preferred draft alignment which showed potential positions for overhead line and associated pylons, centreline for the underground cable sections, Cable Sealing End (CSE) compounds and connection substations. Changes to the proposed plans, both inside and outside of the 2022 preferred draft corridor were presented as part of this.

The feedback received during the 2022 and 2023 non-statutory consultations has been carefully reviewed and considered, alongside the findings of environmental and engineering studies. We have also backchecked and reviewed previous studies. No final decision as to the means of reinforcement has been made and any relevant decision to be made will be the subject of reconsideration and backchecking throughout the process of developing the Project.

This report explains the consultation process, provides an analysis of the feedback, and demonstrates how National Grid has had regard to the feedback, either by considering and responding to comments and queries, or by incorporating changes into the Project design itself. For completeness and context, this report also identifies where design changes have been made which were not driven by consultation feedback. In summary, the areas where the most extensive changes to the 2023 preferred draft alignment have been made are:

- south of Norwich Main Substation between RG01 and RG07;
- around 2 km in the Waveney Valley between approximately RG84 and RG90 (potential for the use of underground cable on a slightly modified alignment referred to as the Waveney Valley Alternative);
- east of Wortham near Brook Farm Airstrip between RG90 and RG100;
- north and west of Mellis Common between RG103 and RG116;
- south of Offton between RG191 to RG200;

- to the north of the Area of Outstanding Natural Beauty (AONB) between approximately JC26 to JC34, moving the CSE compound to the north of Raydon airstrip;
- moving the western CSE compound at Fairstead to the east; and
- adoption of the existing gas pipeline corridor at Dunton Hills for the overhead line alignment.

If progressed with significant elements of overhead line, then it is likely the Project would be classified as a Nationally Significant Infrastructure Project (NSIP), and National Grid would need to obtain 'development consent' under statutory procedures set by Government. In these circumstances, a statutory consultation stage is required. The Planning Act 2008 requires statutory consultation for NSIPs which provides all those with an interest in a project including local authorities, statutory consultees, land interest parties and the local community the opportunity to input into the design of the developing project.

National Grid is planning to hold a statutory public consultation to present and invite feedback on the preferred draft alignment. This will run between 10 April 2024 and 18 June 2024, to provide the opportunity for the public and other stakeholders to see how the Project has evolved since the previous non-statutory consultations, and to review and comment on how the proposals were developed.

Changes to the proposals presented during the 2023 non-statutory consultation as referenced within this report are reflected in the 2024 preferred draft alignment which is described fully in the 2024 Design Development Report. The 2024 Design Development Report is to be published as part of the 2024 statutory consultation.

A further consultation feedback report will be produced following the 2024 statutory consultation.

The feedback from the non-statutory and statutory consultations (as applicable) will be used to inform the final designs that will be put forward in the application for development consent. National Grid expects to submit an application for consent for the Project in 2025.

1. Introduction

1.1 Overview

1.1.1 National Grid Electricity Transmission (NGET) referred to as National Grid within this report, owns and maintains the national high-voltage electricity transmission network throughout England and Wales.

1.1.2 The transmission network connects the power from where it is generated to the regional Distribution Network Operators (DNO) who then supply businesses and homes.

1.1.3 National Grid holds the Transmission Licence for England and Wales, and their statutory duty is to develop and maintain an efficient, co-ordinated and economical system of electricity transmission and to facilitate competition in the generation and supply of electricity, as set out in the Electricity Act 1989.

1.1.4 National Grid is working to build a cleaner, fairer, and more affordable energy system that serves everyone, powering the future of our homes, transport, and industry. The Project would support the UK's net zero target through the connection in East Anglia of new low carbon energy generation, and by reinforcing the local transmission network.

1.1.5 It is National Grid that is developing plans for Norwich to Tilbury Project (referred to as the 'Project' in this report).

1.1.6 The Project is a proposal by National Grid to reinforce the high voltage power network in East Anglia. The reinforcement is needed because the existing transmission network, even with current upgrading, will not have sufficient capacity for the new renewable energy (a substantial proportion of which is generated by offshore wind) that is expected to connect to the network over the next ten years and beyond. Completion of the Project, together with other new reinforcements across the country will meet this future energy transmission demand both in East Anglia and across the UK.

1.1.7 The Project proposes to reinforce the transmission network between the existing substations at Norwich Main in Norfolk, Bramford in Suffolk, and Tilbury in Essex as well as connecting new offshore wind generation and an interconnector proposed to come ashore on, or in the vicinity of, the Tendring Peninsula.

1.1.8 If progressed with significant elements of overhead line, then Norwich to Tilbury would be classified as a Nationally Significant Infrastructure Project (NSIP) and National Grid would need to obtain 'development consent' under statutory procedures set by Government. NSIPs are projects of certain types, over a certain size, which are considered by the Government to be of national importance, hence permission to build them needs to be given at a national level, by the relevant Secretary of State (SoS) (in this case the Secretary of State for Energy Security and Net Zero). Instead of applying to the local authority for planning permission, the developer must apply to the Planning Inspectorate for a different permission called a Development Consent Order (DCO).

1.1.9 If the Project is an NSIP, National Grid would need to submit an application for development consent to the Planning Inspectorate. If accepted, the examining authority would be appointed (consisting of one or more examining inspectors) who, after a period of public examination, would make their recommendation to the SoS for Energy Security and Net Zero, who in turn would decide on whether development consent

should be granted for the Project. The timescale between acceptance of the submission and a decision is approximately 18 months.

1.2 Needs Case and Strategic Options Summary

1.2.1 Great Britain already has 8.5 gigawatts (GW) of offshore wind energy in operation, and another 1.9 GW under construction. The Government's Energy White Paper (EWP) (December 2020) outlines a plan to increase energy from offshore wind to 40 GW by 2030 (with this Government target being increased in April 2022 to 50 GW) and this Project would support achieving that target.

1.2.2 New connections for new offshore wind and nuclear power generation projects and for interconnectors into East Anglia are expected to continue in addition to the current contracted position. These new connections are being constructed or are expected to connect into substations at Necton, Norwich Main, Bramford, Friston and Sizewell. Additionally, agreements are in place with two offshore wind farm projects and an interconnector based on their connections into a new East Anglia Connection Node (EACN) substation. National Grid has a duty to facilitate new connections and maintain a safe National Electricity Transmission System (NETS) and has considered the capability of the existing network to support such connections.

1.2.3 East Anglia's 400 kV electricity transmission network was built in the 1960s. It was built to supply regional demand, centred around Norwich and Ipswich. With the growth in new energy generation from offshore wind, nuclear power and interconnection with other countries, there will be more electricity connected in East Anglia than the network can currently accommodate.

1.2.4 As a result, and to comply with its duties, National Grid needs to reinforce the electricity network to allow power to be imported to and exported from East Anglia. The reinforcement would provide additional capability to connect to areas of demand, allowing power flows across boundaries, and linking interconnectors to and from Europe.

1.2.5 The Project could also connect new offshore wind farms off the Essex coast and a European interconnector to the electricity transmission network. Two offshore wind farms, the North Falls Offshore Wind Farm and Five Estuaries Offshore Wind Farm, and the Tarchon Energy Interconnector (from Germany) are currently in development. If consented, they are expected to be operational by the end of 2030.

1.2.6 As part of the development of a project, National Grid establishes the need and identifies a preferred strategic proposal to meet requirements. This can include multiple potential start, intermediate and end points. Options are narrowed down and the best performing are identified. Alternative strategic options for delivering the preferred solution are developed and appraised to identify a preferred strategic proposal. This will then be the subject of consultation, feedback reviews, design evolution and testing with a back-check and review process.

1.2.7 In 2022, National Grid carried out an initial assessment of the strategic options available to meet the needs case set out above.

1.2.8 This assessment identified a range of combinations of circuit options covering both East Anglia and the south-east. For each of these combinations of options, National Grid undertook an appraisal of deliverability, considered the system benefit that the reinforcement provided, considered environmental and socio-economic factors and

considered the cost benefit analysis completed by National Grid Electricity System Operator (ESO).

1.2.9 Further detail on National Grid's approach to consenting and each of the potential strategic options is provided in the Corridor and Preliminary Routeing and Siting Study (CPRSS), published in April 2022 to inform the initial non-statutory consultation. The CPRSS explains why, at the early pre-statutory stage of consultation, the offshore strategic options were not being progressed for now.

1.2.10 The currently preferred strategic option that best meets National Grid obligations under Section 9 of the Electricity Act 1989 and aligns with the National Policy Statement (NPS) (EN-1 and EN-5) is the onshore overhead line option between Norwich Main and Bramford Substations, and overhead line (with underground section) from Bramford Substation, via a new EACN substation to Tilbury Substation. The NPS relevant to this project are the Overarching NPS for Energy (EN-1) and the NPS for Electricity Networks Infrastructure (EN-5) which came into force in January 2024.

1.2.11 In arriving at this preferred onshore strategic option, National Grid looked at different onshore connection locations between either Norwich Main or Necton Substations and Bramford Substation or a new substation in the Twinstead area, location options for a new substation to connect the two offshore windfarm customers, and options for Dedham Vale National Landscape (an Area of Outstanding Natural Beauty (AONB)).

1.2.12 Details of these options and the rationale for the decisions made to date are provided in the CPRSS, the 2023 Strategic Options Backcheck and Review and the 2024 Strategic Options Backcheck and Review. Further detail on how the Project progressed prior to the statutory consultation is provided in the 2023 Design Development Report and the 2024 Design Development Report.

1.2.13 Backcheck and periodic update is undertaken to respond to new information and in order to ensure that the outcome of each stage remains valid and National Grid continues to review its proposals. As no final decision has been made, and as options will be reconsidered and backchecked throughout the process having regard to consultation responses and other relevant information, none of the conclusions should be seen as final.

Offshore Transmission Network Review

1.2.14 The Government launched the Offshore Transmission Network Review (OTNR) in 2020 to ensure that the transmission connections for offshore wind generation are delivered in the most appropriate way, and to find the appropriate balance between environmental, social and economic costs.

1.2.15 The review brought together key stakeholders involved in the timing, siting, design and delivery of offshore wind, to consider all aspects of the existing regime and how this influences the design and delivery of transmission infrastructure.

1.2.16 The Five Estuaries and North Falls projects are currently engaged in the OTNR. The viability of any coordinated connection is dependent on the feasibility work that Five Estuaries, North Falls and Sea Link undertake and the progress made by the Offshore Transmission Network Review process and associated regulatory and commercial policy changes.

Offshore Coordination Support Scheme

1.2.17 In April 2022 the Government announced the Offshore Coordination Support Scheme (OCSS). The OCSS will provide grant funding to projects that are further developed than those eligible for the Holistic Network Design (HND) to explore potential coordination options for offshore transmission infrastructure.

1.2.18 At that stage five projects, including the North Falls and Five Estuaries offshore wind farms, National Grid Electricity Transmission's Sea Link, and National Grid Ventures' EuroLink and Nautilus committed to exploring coordinated network designs.

1.2.19 Applications to the OCSS closed on 28 February 2023 and a consortium of North Falls, Five Estuaries and Sea Link was successful in receiving grant funding.

1.2.20 Following the OCSS review, the ESO will undertake a study of the network scenarios that may potentially result from the OCSS down selection.

1.3 Legislation and National Policy Context

Planning Act 2008

1.3.1 The Planning Act 2008 introduced a new consenting procedure for NSIPs. Under Section 14(1)(b) and Section 16 of the Planning Act 2008 and the Planning Act (Electric Lines) Order 2013 a project that involves the installation of an electric line above ground of more than 2 km, which will operate at 400 kV in England is an NSIP.

1.3.2 For an NSIP the grant of development consent is required by the making of a DCO under the Planning Act 2008.

1.3.3 Only a proposed new above ground electricity line would be an NSIP by virtue of the definitions in the Planning Act. Other development, such as underground cables, may be granted development consent as associated development within the meaning of Section 115 of the Planning Act 2008.

1.3.4 If progressed with significant elements of overhead line, then Norwich to Tilbury would be classified as a Nationally Significant Infrastructure Project (NSIP) and National Grid would need to obtain 'development consent' under statutory procedures set by Government. NSIPs are projects of certain types, over a certain size, which are considered by the Government to be of national importance, hence permission to build them needs to be given at a national level, by the relevant Secretary of State (SoS) (in this case the Secretary of State for Energy Security and Net Zero). Instead of applying to the local authority for planning permission, the developer must apply to the Planning Inspectorate for a DCO.

1.3.5 Section 104 of the Planning Act 2008 states at (2)(a) that the Secretary of State must have regard to any NPS which has effect in relation to development of the description to which the application relates.

Electricity Act 1989

1.3.6 Section 9(2) of the Electricity Act 1989 places general duties on National Grid as a licence holder *'to develop and maintain an efficient, co-ordinated and economical system of electricity transmission…'*. In addition, Section 38 and Schedule 9 of the Electricity Act 1989 require National Grid, when formulating proposals for new lines and other works, to:

'…have regard to the desirability of preserving natural beauty, of conserving flora, fauna and geological or physiographical features of special interest and of protecting sites, buildings and objects of architectural, historic or archaeological interest; and shall do what [it] reasonably can to mitigate any effect which the proposals would have on the natural beauty of the countryside or on any such flora, fauna, features, sites, buildings or objects'.

1.3.7 Under Licence Condition C8 (Requirement to offer terms) of the Transmission Licence Standard Conditions (the Office of Gas and Electricity Markets (Ofgem), 2022), National Grid ESO has a duty to meet obligations relating to making offers to provide connections to the Transmission System. In summary, where any person applies for an offer, National Grid ESO would offer to enter into an agreement(s) to connect, or to modify an existing connection, to the Transmission System and the offer would make detailed provision regarding:

- the carrying out of works required to connect to the Transmission System;
- the carrying out of works (if any) in connection with the extension or reinforcement of the Transmission System; and
- the date by when any works required to permit access to the Transmission System (including any works to reinforce or extend the Transmission System) would be completed.

National Planning Policy

1.3.8 In deciding an application for development consent, Section 104 of the Planning Act 2008 requires the SoS to determine the application in accordance with any relevant NPS. The NPS relevant to this project are EN-1 and EN-5 which came into force in January 2024.

1.3.9 The NPS for Renewable Energy (EN-3 2024) also includes support for the onshore infrastructure required to deliver new offshore wind developments.

1.3.10 A more detailed review of the policies contained within the NPS is set out in Appendix A to the 2024 Design Development Report.

Overarching National Policy Statement for Energy (EN-1) (2024)

1.3.11 NPS EN-1 sets out the Government's overarching policy with regard to the development of NSIPs in the energy sector.

1.3.12 EN-1 recognises that to *'produce the energy required for the UK and ensure it can be transported to where it is needed, a significant amount of infrastructure is needed at both local and national scale. High quality infrastructure is crucial for economic growth, boosting productivity and competitiveness'*. (Para 2.1.3). It continues '*There is an urgent need for new electricity network infrastructure to be brought forward at pace to meet our energy objectives'* (Para 3.3.65).

1.3.13 Section 3.3 recognise that the volume of onshore reinforcement works needed to meet decarbonisation targets is substantial. National Grid ESO forecasts that over the next decade a doubling of north / south power transfer capacity will be required. Specific mention is made of the need for *'substantial reinforcement in East Anglia to handle increased power flows from offshore wind generation'* (Para 3.3.68).

1.3.14 Section 4.2 sets out the critical national priority for low carbon infrastructure. *'Government has committed to fully decarbonising the power system by 2035, subject to security of supply, to underpin its 2050 net zero ambitions. More than half of final energy demand in 2050 could be met by electricity, as transport and heating in particular shift from fossil fuel to electrical technology'* (para 4.2.1) concluding that there is a critical national priority (CNP) for the provision of nationally significant low carbon infrastructure.

1.3.15 For electricity grid infrastructure, all power lines in scope of EN-5 including network reinforcement and upgrade works, and associated infrastructure such as substations are CNP.

1.3.16 EN-1 *also 'sets out guidance on generic impacts of any of the types of energy infrastructure covered by the energy NPS'* in respect of matters such as air quality and emissions, biodiversity, dust and odour, flood risk, historic environment, landscape, land use, noise and vibration, socio-economic, traffic and transport and waste management.

National Policy Statement for Electricity Networks Infrastructure (EN-5) (2024)

1.3.17 NPS EN-5 specifically relates to electricity networks.

1.3.18 As identified in EN-1, Government has concluded that there is a CNP for the provision of nationally significant low carbon infrastructure. As stated in Section 4.2 of EN-1, *'to support the urgent need for new low carbon infrastructure, all power lines in scope of EN-5 including network reinforcement and upgrade works, and associated infrastructure such as substations, are considered to be CNP infrastructure'* (para 2.1.5).

1.3.19 As set out in EN-1 (Section 4.2) the assessment principles outlined in Section 4 of EN-1 continue to apply to CNP infrastructure.

1.3.20 Paragraphs 2.2.1 and 2.2.2 note that *'The Secretary of State should bear in mind that the initiating and terminating points – or development zone – of new electricity networks infrastructure is not substantially within the control of the applicant'. 'Siting is determined by:*

- *the location of new generating stations or other infrastructure requiring connection to the network, and/or*
- *system capacity and resilience requirements determined by the Electricity System Operator'.*

1.3.21 Paragraph 2.2.6 recognises that *'....the locational constraints identified above do not, of course, exempt applicants from their duty to consider and balance the site-selection considerations set out below, much less the policies on good design and impact mitigation...'*

1.3.22 Paragraph 2.2.10 of EN-5 reiterates the duties of transmission and distribution licence holders under Section 9 of the Electricity Act 1989, both in relation to developing and maintaining an economical and efficient network and in formulating proposals for new electricity networks infrastructure, to '*have regard to the desirability of preserving natural beauty, of conserving flora, fauna and geological or physiographical features of special interest…'*

1.3.23 Paragraph 2.4.1 notes that *'The Planning Act 2008 requires the Secretary of State to have regard, in designating an NPS and in determining applications for development consent to the desirability of good design'.*

1.3.24 Section 2.7 of the NPS deals with holistic planning:

'...the Government envisages that, wherever reasonably possible, applications for new generating stations and their related infrastructure should be contained in a single application to the Secretary of State. However a consolidated approach of this kind may not always be possible..' (paragraph 2.7.2).

'This could be, for example, due to the differing lengths of time needed to prepare the applications for submission to the Secretary of State, or because a network application relates to multiple generation projects (which could be onshore or offshore), or because the works involved are strategic reinforcements required for a number of reasons.' (paragraph 2.7.3).

1.3.25 Section 2.8 deals with Strategic Network Planning and sets out that '*A more strategic approach to network planning will ensure that network development keeps pace with renewable generation and anticipates future system needs'* (this is also referred to in paragraphs 2.13.1 - 2.13.13).

1.3.26 Paragraph 2.9.7 recognises that *'the Government does not believe that the development of overhead lines is incompatible in principle with applicants' statutory duty under Schedule 9 to the Electricity Act 1989, to have regard to visual and landscape amenity and to reasonably mitigate possible impacts thereon'.*

1.3.27 Paragraph 2.9.16 recognises the importance of the guidelines provided in the Holford Rules '*intended as a common sense approach to overhead line design, were reviewed and updated by the industry in the 1990s and they should be embodied in the applicants' proposals for new overhead lines'.* More information about the Holford Rules is included in Section 1.4 of this report.

1.3.28 Paragraph 2.9.18 refers to the Horlock Rules, guidelines for the design and siting of substations) setting out that *'these principles should be embodied in applicants' proposals for the infrastructure associated with new overhead lines'.* More information about the Horlock Rules is included in Section 1.4 of this report.

1.3.29 Paragraph 2.9.20 covers undergrounding *'Although it is the Government's position that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Park, The Broads, or Area of Outstanding Natural Beauty).'*

1.3.30 It goes on *'However, undergrounding will not be required where it is infeasible in engineering terms, or where the harm that it causes (see section 2.11.4) is not outweighed by its corresponding landscape, visual amenity and natural beauty benefits. Regardless of the option, the scheme through its design, delivery, and operation, should seek to further the statutory purposes of the designated landscape. These enhancements may go beyond the mitigation measures needed to minimise the adverse effects of the scheme'* (paragraph 2.9.22) and *'Additionally, cases will arise where – though no part of the proposed development crosses a designated landscape high potential for widespread and significant adverse landscape and/or visual impacts along certain sections of its route may result in recommendations to use undergrounding for relevant segments of the line'* (paragraph 2.9.23).

1.3.31 CNP is referred to again in paragraph 2.12.7:

'As highlighted in EN-1 Government has concluded that there is a CNP for the provision of nationally significant low carbon infrastructure. This includes for electricity grid

infrastructure, all power lines in scope of EN-5 including network reinforcement and upgrade works, and associated infrastructure such as substations. This is not limited to those associated specifically with a particular generation technology, as all new grid projects will contribute towards greater efficiency in constructing, operating and connecting low carbon infrastructure to the National Electricity Transmission System. This includes infrastructure identified in the Holistic Network Design and subsequent strategic network design exercises'.

National Policy Statement for Renewable Energy Infrastructure (EN-3) (2024)

1.3.32 NPS EN-3 also includes support for the onshore infrastructure required to deliver new offshore wind developments.

1.3.33 Section 2.8 deals with offshore wind. Paragraph 32.8.1 states that *'As set out in the British Energy Security Strategy, the Government expects that offshore wind …. Will play a significant role in meeting demand and decarbonising the energy system. The ambition is to deploy up to 50 GW of offshore wind capacity (including up to 5 GW floating wind) by 2030, with an expectation that there will be a need for substantially more installed offshore capacity beyond this to achieve net zero carbon emissions by 2050.'*

1.3.34 Paragraphs 2.8.24 to 2.8.33 (inclusive) reiterate the position set out in EN-1 and EN-5 that a co-ordinated approach to onshore-offshore transmission is required. Paragraph 2.8.25 states that '*The previous standard approach to offshore-onshore connection involved a radial connection between single wind farm projects and the shore. A coordinated approach will involve the connection of multiple, spatially close, offshore wind farms and other offshore infrastructure, wherever possible, as relevant to onshore networks.'*

1.3.35 The NPS also includes references to CNP Infrastructure outlining that the assessment principles outlined in Section 4 of EN-1 continue to apply to this. Applicants must show how any likely significant negative effects would be avoided, reduced, mitigated or compensated for, following the mitigation hierarchy. Early application of the mitigation hierarchy is strongly encouraged, as is engagement with key stakeholders including Statutory Nature Conservation Bodies (SNCB), both before and at the formal pre-application stage.

National Planning Policy Framework (NPPF) (2023)

1.3.36 Paragraph 5 of National Planning Policy Framework (NPPF) states that the *'Framework does not contain specific policies for nationally significant infrastructure projects. These are determined in accordance with the decision-making framework in the Planning Act 2008 (as amended) and relevant NPSs for major infrastructure, as well as any other matters that are relevant (which may include the National Planning Policy Framework (NPFF))'.*

1.3.37 While the NPS remain the prime decision-making documents, the NPPF may require consideration and it is therefore included for completeness.

1.4 The Holford and Horlock Rules

1.4.1 In addition to the legislation and national policy context as described in Section 1.3 of this report, National Grid employs two sets of rules/guidelines for the routeing and siting of new energy transmission infrastructure:

- the Holford Rules, which provide guidelines for the routeing of high voltage overhead transmission lines; and
- the Horlock Rules, which provide the approach to and guidelines for, the design and siting of substations (in addition to Cable Sealing End (CSE) compounds and line entries).

1.4.2 When considering new electricity infrastructure, National Grid has regard to the degree to which options comply with or deviate from these rules.

1.4.3 Paragraph 2.8.7 of the NPS EN-5 makes clear *'that the Holford Rules, and any updates, form the basis for the approach to routeing new overhead lines'*. The Holford Rules state that routeing of high voltage overhead transmission lines should where possible, in summary:

- Rule 1: avoid areas of the highest amenity value and smaller areas of high amenity value;
- Rule 2: choose the most direct line with no sharp changes in direction;
- Rule 3: be positioned against tree and hill backgrounds as far as possible;
- Rule 4: prefer moderately open valleys with woods;
- Rule 5: be kept as far as possible from smaller lines, converging routes and other poles, masts, wires, and vales to avoid a concentration or 'wirescape'; and
- Rule 6: approach urban areas through industrial zones, where they exist; and when residential and recreational land intervenes between the approach line and the substation, carefully compare costs of undergrounding, for lines other than those of the highest voltage.

1.4.4 The Horlock Rules state that:

- Rule 1: in the development of system options including new substations consideration must be given to environmental issues from the earliest stage to balance the technical benefits and capital cost requirements, against the consequential environmental effects, in order to avoid as far as possible adverse effects;
- Rule 2: siting of substations, sealing end compounds and line entries should seek to avoid areas of the highest amenity, cultural or scientific value by the overall planning of the system connections and areas of local amenity value, important existing habitats and landscape features should be protected as far as reasonably practicable;
- Rule 3: siting of substations, extensions and associated proposals should take advantage of the screening provided by landform and existing features and the potential use of site layout and levels;
- Rule 4: proposals should keep visual, noise and other environmental effects to a minimum;
- Rule 5: land use effects of the proposal should be considered when planning the siting of substations or extensions;
- Rule 6: in design of new substations or line entries, early consideration should be given to the options available for terminal pylons, equipment, buildings and ancillary development appropriate to individual locations;

- Rule 7: space should be used effectively to limit the area required for development consistent with appropriate mitigation measures and to minimise the adverse effects on existing land use and rights of way, whilst also having regard to future extension of the substation;
- Rule 8: design of access roads, perimeter fencing, earth shaping, planting and ancillary development should form an integral part of the site layout and design to fit in with the surroundings;
- Rule 9: in open landscape especially, high voltage line entries should be kept, as far as possible, visually separate from low voltage lines and other overhead lines so as to avoid a confusing appearance; and
- Rule 10: the inter-relationship between pylons and substation structures and background and foreground features should be studied to reduce the prominence of structures from main viewpoints. Where practicable the exposure of terminal pylons on prominent ridges should be minimised by siting pylons against a background of trees rather than open skylines.

1.5 Purpose of this Report

1.5.1 The purpose of this report is to summarise the feedback received during the 2023 non-statutory consultation, including responses from organisations. This is in accordance with paragraph 81 of the Department for Communities and Local Government (2015) publication 'Planning Act 2008: Guidance on the pre-application process', which states:

'It is good practice that those who have contributed to the consultation are informed of the results of the consultation exercise; how the information received by applicants has been used to shape and influence the project; and how any outstanding issues will be addressed before an application is submitted to the Inspectorate.'

1.5.2 This report also identifies where National Grid has made changes to the proposals as a result of the feedback and how the responses received have influenced those changes. It will be used to inform the preparation of a Consultation Report which will be submitted in support of an application for development consent in accordance with Section 37(3)(c) of the Planning Act 2008.

1.5.3 Where requests for change were impacted by many or more complex factors and needed further assessment, the outcomes are described in more detail in the 2024 Design Development Report (DDR). The purpose of the DDR is to describe how the Project has evolved since the 2023 non-statutory consultation and describes any changes made as a result of:

- 2023 non-statutory consultation feedback;
- environmental or engineering studies and assessments; and
- landowner, stakeholder and consultee discussions.

1.5.4 Therefore any changes made to the Project outside of those occurring as a result of feedback received during the 2023 non-statutory consultation are not referred to in Chapter 4 of this report but are detailed in the DDR. A summary of the key changes can be found in **Table 4.18** and **Table 4.19**.

1.6 Structure of this Report

1.6.1 The report is structured as follows:

- **Chapter 1:** Introduction – This chapter provides background to the proposed Project and information about the purpose and structure of the report;
- **Chapter 2:** Consultation Process – Describes the overall consultation process, provides details about the 2022 non-statutory consultation and the purpose of the 2023 non-statutory consultation;
- **Chapter 3:** Methodology – This chapter presents a summary of the proposals and the 2023 non-statutory consultation exercise, including the various methods and communication channels used;
- **Chapter 4:** Analysis of Feedback – Approach to analysis, as well as the analysis of, and response to, feedback and summary of changes made. This chapter presents the feedback received during the 2023 non-statutory consultation. It addresses feedback and details how National Grid has considered and had regard to the responses. This chapter also details changes that were made following the feedback received. A tabular format is used for legibility, alongside cross-references to further appended information where relevant. It also summarises any responses received after the 2023 non-statutory consultation period; and
- **Chapter 5**: Next Steps – This chapter summarises the next steps in the DCO process.

1.6.2 The 2023 Non-Statutory Consultation Feedback Report was prepared in line with advice set out in the Planning Inspectorate's Advice Note Fourteen: Compiling the Consultation Report from February 2021 (version 3).

1.6.3 The 2023 Non-Statutory Consultation Feedback Report is available to view online as a PDF document, which can be viewed within your web browser. To find specific issues easily, you can search keywords, phrases, or locations by using the 'Search' function.

2. Consultation Process

2.1 Our Approach to Public Consultation

2.1.1 Listening to communities gives valuable feedback and insight as proposals are developed and provides opportunities to minimise potential impacts. National Grid will continue to carefully consider feedback received as the Project develops.

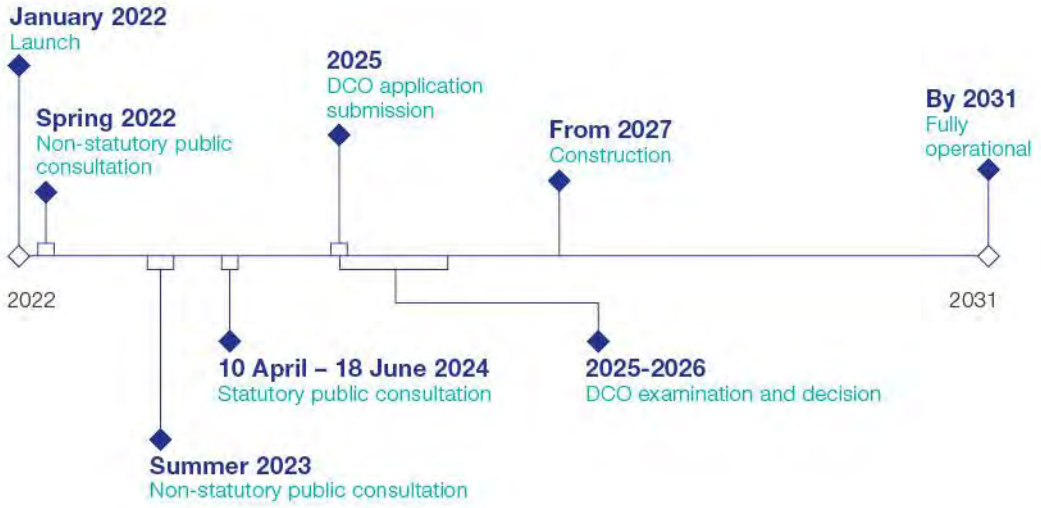
2.1.2 Non-statutory consultation took place between April and June 2022.

2.1.3 A further non-statutory consultation was undertaken between June and August 2023. As part of the 2023 non-statutory consultation, to provide information on how the Project had developed in response to feedback from the 2022 non-statutory consultation, National Grid presented a preferred draft indicative alignment showing potential pylon positions, underground cables, cable sealing end compounds and connection substations.

2.1.4 As required under the Planning Act 2008, a statutory consultation is taking place between April and June 2024. The feedback received at the 2022 and 2023 non-statutory consultations was combined with our ongoing environmental assessments and technical studies to help identify the proposals being presented at statutory consultation.

2.1.5 An indication of the Project timelines through to operation is provided in **Figure 2.1**.

Figure 2.1 – Project timeline



2.1.6 Public and other stakeholder involvement are important components of the UK planning system. Legislation and Government guidance aims to ensure that the public, local communities, statutory and other consultees and interested parties have opportunities to have their views considered throughout the planning process. Within the Development Consent Order (DCO) process, the emphasis is on engagement prior to the submission of the consent application, through the non-statutory consultation and statutory consultation processes.

2.1.7 National Grid wants to ensure that all stakeholders and consultees are engaged in the development of the Project and have the opportunity to comment at key decision making points. Further information on consultation process is provided in Section 3.2 to

Section 3.4 of this report, including engagement undertaken prior to the 2023 non-statutory consultation.

2.1.8 Further information about the DCO planning process can be found on the Planning Inspectorate's website: infrastructure.planninginspectorate.gov.uk

2.1.9 National Grid aims to ensure effective, inclusive, and meaningful engagement with the local community, statutory and other consultees, and interested parties as reflected in its Stakeholder, Community and Amenity Policy (nationalgrid.com/electricity-transmission/document/81026/download) which incorporates National Grid's Schedule 9 Electricity Act 1989 Statement relating to the preservation of amenity. It makes the following commitments to consultation when undertaking electricity works:

'We will promote genuine and meaningful stakeholder and community engagement. We will meet and, where appropriate, exceed the statutory requirements for consultation or engagement. We will adopt the following principles to help us meet this commitment:

- *we will seek to identify and understand the views and opinions of all the stakeholders and communities who may be affected by our works;*
- *we will provide opportunities for engagement from the early stages of the process, where options and alternatives are being considered and there is the greatest scope to influence the design of the works;*
- *we will endeavour to enable constructive debate to take place, creating open and two-way communication processes;*
- *we will ensure that benefits, constraints and adverse impacts of proposed works are communicated openly for meaningful stakeholder and community comment and discussion. We will be clear about any aspects of the works that cannot be altered;*
- *we will utilise appropriate methods and effort in engaging stakeholders and communities, proportionate to the scale and impact of the works; and*
- *we will provide feedback on how views expressed have been considered and the outcomes of any engagement process or activity.'.*

2.1.10 National Grid's commitments align with the *'Gunning Principles'* which must be adhered to for a lawful consultation to be held. The four Gunning Principles are:

- proposals are consulted on when they are still at a formative stage;
- there is sufficient information to allow for *'intelligent consideration'*;
- there is adequate time for consideration and response; and
- *'conscientious consideration'* must be given to consultation responses before decisions are made.

2.2 2022 Non-Statutory Consultation

2.2.1 National Grid held a round of non-statutory consultation from 21 April 2022 until 16 June 2022, to introduce the Project, explain why additional capacity is needed on this part of the network, outline the process that National Grid had been through so far to identify the preferred strategic option, present the preferred route corridor, and to gather public feedback. A range of both online and public consultation events were held and

promoted to provide opportunities to feedback on the proposals at an early stage of the Project development. Feedback could also be provided through the feedback form (online and paper copies were available), through email to the Project email address or by sending a response directly to the Project's postal address.

2.2.2 The 2022 non-statutory consultation presented for comment a 'graduated swathe' to highlight where National Grid considered it most reasonably likely that the new infrastructure could be sited within the preferred corridor, taking into account the information available to it at that time. The route of the corridor was split into sections to make it relevant to those communities and identifiable by district council areas, making it easier to find information and to feedback on areas of most interest to those communities.

2.2.3 The 2022 non-statutory consultation had the following aims:

- introduce and provide an overview of the Project to the public;
- explain the need to build the reinforcement;
- set out options considered and the reasons for preferring the corridor and graduated swathe;
- present and explain the graduated swathe and corridor which was preferred at that time;
- present and explain the substation site which was preferred at that time;
- ensure stakeholders and consultees had the opportunity to provide feedback in a meaningful and influential manner; and
- outline next steps and programme and how proposals would be developed further.

2.2.4 At the 2022 non-statutory consultation, National Grid consulted on proposals to reinforce the high-voltage electricity transmission network from Norwich Main Substation in Norfolk to the existing substation at Bramford in Suffolk, and from Bramford to the existing Tilbury Substation in Essex, as well as a proposed connection substation to connect new offshore wind generation.

2.2.5 The proposals consulted on at the 2022 non-statutory consultation included the construction and operation of a new 400 kV electricity transmission line over approximately 60 km between Norwich Main and Bramford Substations and approximately 120 km between Bramford and Tilbury Substations, with a new 400 kV connection substation in the Tendring Peninsula. The proposed 400 kV electricity line would comprise mostly of steel lattice pylons and conductors (wires) with some underground where it was considered reasonably most appropriate such as through the Dedham Vale Area of Outstanding Natural Beauty (AONB).

2.2.6 In November 2023, all designated Areas of Outstanding Natural Beauty (AONBs) in England and Wales were rebranded as 'National Landscapes'. As part of the 2023 non-statutory consultation (27 June 2023 to 21 August 2023), this rebranding was not announced and therefore consultation materials included the term 'AONB'. For the purpose of this report, any references to the now named 'National Landscapes', will remain as 'Areas of Outstanding Natural Beauty' (AONBs).

2.2.7 As part of the 2022 non-statutory consultation proposals, National Grid would need to build two CSE compounds to connect the overhead lines to the underground cables that would pass under the AONB. Each CSE compound would be fenced, and contain

electrical equipment, support structures, a small control building and a permanent access provision.

2.2.8 The proposals which were consulted upon in the 2022 non-statutory consultation also included a new 400 kV connection substation sited on the Tendring Peninsula. The substation would be fenced, contain high voltage electrical equipment, such as circuit breakers and shunt reactors, support structures, control buildings, a permanent access road and parking areas. National Grid would also need to carry out work at the existing 400 kV substations at Norwich, Bramford and Tilbury.

2.2.9 As part of the 2022 non-statutory consultation proposals, it was identified that other ancillary activities would be required to facilitate construction and operation. These included:

- temporary land to facilitate construction activities including working areas for construction equipment and machinery, site offices, welfare, storage, and access; and
- land required for mitigation, compensation and enhancement of the environment, including Biodiversity Net Gain (BNG).

2.2.10 An overview of key activities during the 2022 non-statutory consultation can be seen in **Table 2.1**.

Table 2.1 –Summary of activities during the 2022 non-statutory consultation

Date	Activity	Details
28 April 2022 to 28 May 2022	Public consultation events	Twelve public consultation events were held at suitable locations along the proposed route. The events were held at various times and dates within this period.
22 April 2022 to 9 June 2022	Public webinars	Twelve public webinars held at various times and dates within this period. There were five general overview webinars and one section specific for each area.
During the 2022 non-statutory consultation	Telephone / video appointments	Thirteen sessions were held, as requested, to provide the opportunity to speak one-to-one with technical experts across the Project.
14 April 2022 to 5 July 2022*	Presentations to district/ county/ borough councils, parish councils and seven Members of Parliament (MPs)	26 sessions were held to explain the proposals, support stakeholder and consultee relationships and to promote the 2022 non-statutory consultation.

*Three briefings had to be re-scheduled and were held after the close of the 2022 non-statutory consultation.

2.2.11 Full details of the 2022 non-statutory consultation can be found in the 2022 Non-Statutory Consultation Feedback Report (nationalgrid.com/electricity-transmission/document/149166/download) and appendices (nationalgrid.com/electricity-transmission/document/149171/download).

2.2.12 Since the 2022 non-statutory consultation, National Grid:

- sought landowner access for surveys;
- published a summary newsletter of the 2022 non-statutory consultation online and issued it to over 50,000 properties;

- continued to engage with elected representatives, including MPs and councillors;
- undertook Environmental Impact Assessment scoping; and
- carried out environmental surveys and appraisals to provide more detail on the potential environmental effects of the proposals.

2.2.13 In addition to these activities, the Project has been confirmed within the Office of Gas and Electricity Markets' (Ofgem) Accelerated Strategic Transmission Investment (ASTI) framework. More information about this can be found in the Project Background Document (2023).

2.2.14 The Project Background Document 2023 can be found at: nationalgrid.com/electricity-transmission/document/149151/download

2.2.15 Norwich to Tilbury was formerly known as East Anglia Green Energy Enablement (GREEN). Between the 2022 non-statutory consultation and the 2023 non-statutory consultation, National Grid changed the name of the Project to make it clear it's part of The Great Grid Upgrade, the largest overhaul of the grid in generations.

2.2.16 All projects that are part of the Great Grid Upgrade will include specific locations in their names to make it easy for people to understand what and where the proposals are. Although the name of the Project changed, the focus remains the same – to bring new sources of renewable energy to homes and businesses across East Anglia and the UK.

2.3 Feedback Received Between the 2022 and 2023 Non-Statutory Consultations

2.3.1 All feedback and correspondence received by National Grid after the 2022 non-statutory consultation period up to the beginning of the 2023 non-statutory consultation period has been fully reviewed and considered.

2.3.2 Feedback received after 16 July 2022 up to, and including, 1 January 2023 was included in the 2022 Non-Statutory Consultation Feedback Report.

2.3.3 Feedback received after 1 January 2023 to 26 June 2023 is included within this report. Key themes are briefly summarised in **Table 2.2**.

Table 2.2 – Summary of themes raised between 1 January 2023 and 26 June 2023[1]

Key Theme	Matters Raised
Section A: South Norfolk	
Airfields	Feedback concerning impact on Tibenham Aerodrome and Old Buckenham airfield and suggestions that the Project should be routed away from these. Feedback concerning the 15 m Ministry of Defence restriction height around Old Buckenham Airfield and that it has not been considered.
Community / Social Impact	Feedback concerning impact on children / families / residents / communities and the proximity to recently built housing developments / land being considered for future development.

[1] Table 2.2 presents a summary of feedback received. Feedback received up to, and including 1 January 2024 has been detailed and responded to in the 2022 Non-Statutory Consultation Feedback Report. Feedback received after 1 January 2024 has been detailed and responded to in Chapter 4 of this report.

Key Theme	Matters Raised
Design Change	Suggestion that the Project should be routed away from Darrow Lane, Roydon.
Environmental Impact	Feedback concerning impact on the environment.
Financial Compensation	Feedback concerning loss of / impact on property value.
Heritage	Feedback concerning negative impact on heritage buildings / listed buildings and historical sites.
Wildlife / Ecology Impact	Feedback concerning impact on wildlife, and on plants / flora / woodlands / hedgerows.
Section B: Mid Suffolk	
Airfields	Feedback concerning impact on Wattisham Airfield and suggestion that the Project is routed away from the airfield. Feedback concerning private airfield and safeguarding measures.
Agricultural Land	Feedback concerning the loss of agricultural land / disruption of farming operations.
Community / Social Impact	Feedback concerning communities becoming encircled by overhead lines, and the over-development of the area, including two proposed windfarms at Palgrave.
Design Change	Feedback concerning the use of underground cables in this section. Contrasting suggestions that the Project should be underground in this section.
Economic / Employment Impact	Feedback concerning the negative impact on businesses in the area.
Environmental Impact	Feedback concerning impact on the environment.
Heritage	Feedback concerning negative impact on heritage buildings / listed buildings and historical sites.
Public Rights of Way (PRoW)	Feedback concerning disruption of Public Rights of Way (PRoW).
Visual Impact	Feedback concerning visual impact of the Project.
Wildlife / Ecology Impact	Feedback concerning impact on the wildlife, and on plants / flora / woodlands / hedgerows.
Section C and D: Babergh, Tendring and Colchester	
Area of Outstanding Natural Beauty (AONB)	Feedback concerning impact on the AONB, including the visual impact of overhead lines looking at, and from within the AONB; and use of underground cables.
Community / Social Impact	Feedback concerning impact on children / families / residents / communities, including the Project causing communities to become encircled by overhead lines. Suggestions that the Project should be routed away from residential areas. Feedback concerning the proximity to recently built housing developments / land being considered for future development and the over-development of the area. Feedback concerning the impact on public social events in the area, e.g. the Little Bromley 10k race and the Corbeau Seats Rally.

Key Theme	Matters Raised
Construction Impacts	Feedback concerning impacts and disruption caused by construction, including traffic levels, noise and other disturbances (e.g. mud on roads, dust), resident access arrangements, bus service network and food production. Feedback concerning local road infrastructure and suitability for construction vehicles and machinery including traffic plans at Bentley Road. Suggestion that construction access is routed through Notley Industrial Park.
Consultation	Feedback concerning the consultation distribution list, including West Bergholt and Capel St. Mary not being included. Feedback concerning consultation event locations and distance / accessibility from local areas (such as Aldham, Fordham, Horkesley, etc.), including suggestions that a dedicated consultation event is held about the AONB.
Design Change	Suggestions that the Project should be routed: • away from Little Bromley, Fordham, Days Road in Capel St. Mary, Little Wenham (and Little Wenham Castle), West Bergholt, at least 5 miles away from the AONB and Hungerdown Lane in Ardleigh; • close to the water treatment facility at Great Wenham, to the north of Brook Lane and in the countryside north and west of Notley Industrial Park through Brett Vale golf course; • further west to avoid disturbing the area between Bramford and Colchester (away from Castle House in Little Wenham and Capel fields); and • at an equal distance from both residential properties across 'Capel Fields'. Suggestions that T-pylons should be used. Suggestions that the Project should not be underground through Tendring, however should be on the approach into Little Wenham. Suggestions to demolish the existing 132 kV substation and use the site for the new substation and to remove the double run of pylons to Ardleigh and the substation.
Economic / Employment Impact	Feedback concerning the negative impact on businesses in the area.
Environmental Impact	Feedback concerning impact on the environment, Green Belt(s) and designated sites (e.g. Sites of Special Scientific Interest (SSSI), Ancient Woodland, conservation areas and nature reserves). Feedback concerning impacts to other areas (not just the AONB), including flooding at Little Bromley.
Financial Compensation	Feedback concerning loss of / impact on property value.
Health, Safety and Wellbeing	Feedback concerning impact of the Project on health and safety relating to health risks associated with the Project. Feedback concerning impact of the Project on well water and properties that have no mains water connection.
Heritage	Feedback concerning negative impact on heritage buildings / listed buildings / historical sites and archaeological sites
Information	Request for further information on: • mitigation measures;

Key Theme	Matters Raised
	• the flow of Five Estuaries traffic into haul roads, specifically will there be traffic lights and what measures will be introduced to keep heavy goods vehicle (HGV) traffic away from Little Bromley; • impacts to local roads, namely Bentley Road, Paynes Lane, Spratts Lane, Barlon Road, Ardleigh Road and Grange Road; and • pylon access on or close to Brook Lane and/or Days Road for construction, inspection and maintenance.
PRoW	Feedback concerning disruption of PRoW.
Technology and Operations	Feedback concerning the use of overhead lines in this section (including noise, disruption and impacts on low flying exercises). Suggestions that the Royal Air Force (RAF) and United States Air Force (USAF) should be consulted about the siting of pylons in this area.
Tourism	Feedback concerning impact on leisure and tourism in the area (including the South Suffolk Cycle Route) and impact on domestic horses / equestrian activities.
Visual Impact	Feedback concerning visual impact of the Project.
Wildlife / Ecology Impact	Feedback concerning impact on the environment, on wildlife (including habitats and protected species), and on plants / flora / woodlands / hedgerows. Feedback concerning impact on birds (e.g. owls, swans, herons, gulls, geese, etc.), including East Atlantic Flyway and other bird flight paths.
Section E: Braintree	
No feedback was received specifically relating to the Braintree section between 1 January 2023 and 26 June 2023.	
Section F: Chelmsford	
Consultation	Feedback concerning the absence of a consultation event held in Writtle.
Visual Impact	Feedback concerning visual impact of the Project.
Wildlife / Ecology Impact	Feedback concerning impact on the environment, on wildlife (including habitats and protected species), and on plants / flora / woodlands / hedgerows.
Section G: Basildon and Brentwood (and Chelmsford east of Ingatestone)	
No feedback was received specifically relating to the Basildon and Brentwood section between 1 January 2023 and 26 June 2023.	
Section H: Thurrock	
No feedback was received specifically relating to the Thurrock section between 1 January 2023 and 26 June 2023.	
Non-section specific	
Airfields	Feedback concerning impact and closures of active airfields.
Agricultural Land	Feedback concerning the loss of agricultural land / disruption of farming operations.
Area of Outstanding Natural Beauty (AONB)	Feedback concerning impact on the AONB.

Key Theme	Matters Raised
Community / Social Impact	Feedback concerning impact on children / families / residents / communities and the over-development / industrialisation of the area. Feedback concerning impacted local communities not receiving the benefits of the Project and making sure the Project is sustainable for future generations.
Construction Impacts	Feedback concerning impacts and disruption caused by construction, including traffic levels, use of small local roads and road closures.
Consultation Process	Feedback concerning the Project (generally) and names: Great Grid Upgrade and Norwich to Tilbury. Including the needs case, Scoping Report and Least Worst Regret (LWR) analysis. Feedback in support of the Project's aims, such as offshore investment / nuclear / low carbon energy. Feedback concerning the consultation process, consultation team, and National Grid in general. Specifically, engagement through the telephone line. Feedback concerning the Project / consultation advertising- specifically that it was inadequate, and that people only received a letter. Feedback concerning consultation events, including that they should be closer to affected areas / the Project route, in the evening or with longer hours, more localised meetings in each local authority area and avoiding local events. Feedback concerning consultations being held during the summer holiday period and harvest season. Suggestions that future consultations avoid these. Feedback concerning the consultation materials, in particular, maps. Feedback concerning the outcomes of consultation, specifically that it won't make a difference and feedback won't be listened to. Suggestions that additional consultation should take place earlier and that feedback is listened to. Suggestions that the next consultation is held: • after the local elections; • after National Grid Electricity System Operator's (ESO) review of the East of England; and • after East Anglia United Nations Educational, Scientific and Cultural Organisation (UNESCO) status is awarded. Feedback concerning consideration of the Holford Rules, Horlock Rules and Gunning Principles. Additionally, conflict with the Electricity Act and National Policy Statements (NPS). Suggestions that the Project should: • follow His Majesty's (HM) Treasury Green Book and that breaches of Green Claims code are addressed; • be sustainable in line with RWE's responsibility and sustainability goals; and • be included in the ESO National Grid Holistic Network Design for Offshore Wind. Feedback concerning bias consultation and misleading respondents- including inconsistent information: Scottish communities informed that cables will be placed offshore instead of overhead. Feedback concerning a grid connection that has already been awarded at Lawford and suggestions that the East of England Holistic Network Design (HND) should be re-run, (meeting its own Terms of Reference (TOR), which require it to balance equally communities, environment, deliverability, and financial viability).

Key Theme	Matters Raised
	Feedback concerning landowner surveys, including that they are pre-determined and non-negotiated which interfere with private property rights. Specific mention that surveys are conducted at inappropriate times and that results are not shared with landowners. Suggestions that the Essex Suffolk Norfolk Pylons Action Group should be added to the list of statutory Consultees. Feedback concerning the Government and suggestions for: '*an independent review of Planning Inspectorate decisions overruled by the Secretary of State, and immediate suspension of preparatory work on consented radial connection projects.'*
Design Change	Suggestions that the Project should be offshore, or that an offshore grid (or partially offshore) is used instead. Suggestions included the use of Grain to connect an offshore grid. Suggestions that the existing overhead lines are reinforced, or upgraded instead and that T-pylons should be used. Suggestions that the Project should not be underground, but also that it should be underground too. Suggestions that the Project (including substations) is routed: • through existing brownfield or industrial sites; • parallel to, or run closer to the existing 400 kV overhead lines; • away from populated / residential areas; and • away from specific addresses.
Economic / Employment Impact	Feedback concerning the negative impact on businesses in the area and the overall economy.
Environmental Impact	Feedback concerning impact on the environment, and designated sites (e.g. SSSI, Ancient Woodland, conservation areas, marine protection areas, special areas of conservation, wetlands and nature reserves). Feedback concerning the cumulative effect of onshore National Grid projects and impact of tunnelling beneath the shoreline.
Financial Compensation	Feedback concerning loss of / impact on property value and past experiences working with National Grid and its subsidiaries in the past. Suggestions that additional financial compensation should be provided to landowners facilitating surveys to cover time and/or damage and/or tangible loss to business. Suggestions that the Government should make it illegal for people to be refused a mortgage based on the existence of a pylon and to make it illegal to reference the existence of overhead power lines in appraisals going to banks.
Health, Safety and Wellbeing	Feedback concerning impact of the Project on health and safety (including wellbeing and mental health), relating to health risks associated with the Project. Suggestion that there should be a minimum distance that overhead lines should be sited from residential areas / residences.
Heritage	Feedback concerning negative impact on heritage buildings / listed buildings / historical sites and archaeological sites
Information	Request for further information on: • general information and impacts; and • costings- specifically why National Grid information for offshore costs does not match that of National Grid ESO.

Key Theme	Matters Raised
	Additional impact surveys such as ground, ecological harm, aesthetics, health impacts, air, archaeology, heritage, economic, tourism, agricultural, environmental impact statement, soil quality, Green Belt, noise, traffic.
Maintenance (ongoing)	Feedback concerning susceptibility of pylons and overhead lines to faults, weather events and vulnerability to terrorism / warfare / sabotage.
Project Finance / Costs	Feedback concerning the decision-making process in regards to costings- specifically that National Grid have gone with the cheapest option. Feedback concerning the costings provided for different options- specifically offshore costings.
Technology and Operations	Feedback concerning the use of: • renewable power and providing infrastructure that facilitates the use of renewable power; and • overhead lines and pylons (as these are outdated / inefficient technology, being removed in other areas of the country and are noisy in operation). Feedback concerning the citation of Section 172 of the Housing and Planning Act 2016 for environmental surveys when they should be citing S53 of the Planning Act 2008.
Tourism	Feedback concerning impact on leisure and tourism in the area and impact on domestic horses and paddocks / equestrian activities.
Visual Impact	Feedback concerning the visual impact of the Project.
Wildlife / Ecology Impact	Feedback concerning impact on the environment, on wildlife (including habitats), and on plants / flora / woodlands / hedgerows. Feedback concerning impact on birds, including flight paths and migratory routes.

2.4 Impact of the 2022 Non-Statutory Consultation

2.4.1 The feedback received from the 2022 non-statutory consultation helped to shape and guide the development of the proposals presented at the 2023 non-statutory consultation. Changes to the proposed plans, both inside and outside of the 2022 preferred draft corridor, were made and are described in paragraph 3.2.8 of this report.

2.4.2 Feedback from stakeholders and consultees provides valuable insight as the proposals are developed further. Stakeholder views are important and National Grid has carefully considered all responses received (details can be found in Chapter 4 of this report).

3. 2023 Non-Statutory Consultation

3.1 Purpose of the 2023 Non-Statutory Consultation

3.1.1 Whilst still at an early stage of developing proposals for the Project, a preferred draft indicative alignment showing potential pylon positions, underground cables, cable sealing end compounds and connection substations was developed.

3.1.2 An additional non-statutory consultation ran between 27 June 2023 to 21 August 2023. The 2023 non-statutory consultation asked for feedback on the preferred draft alignment and anything else that should be considered as proposals are developed further.

3.1.3 The aims of the 2023 non-statutory consultation were to:

- provide an overview of the updated proposals to the public;
- present the current preferred draft alignment;
- explain where changes were made to the proposals since the 2022 non-statutory consultation;
- ensure all stakeholders and consultees have the opportunity to provide feedback on the work to date; and
- outline the next steps and the programme and how the proposals will be further developed and how feedback has been taken into account.

3.2 What National Grid Consulted on: the Proposals

3.2.1 National Grid consulted on proposals to reinforce the high-voltage electricity transmission network from Norwich Main Substation in Norfolk to the existing substation at Bramford in Suffolk, and from Bramford to the existing Tilbury Substation in Essex, via a new proposed connection substation on the Tendring Peninsula, to connect new offshore wind generation.

3.2.2 National Grid presented:

- a preferred draft alignment which shows potential positions for overhead line and associated pylons, underground cables, Cable Sealing End (CSE) compounds and connection substations;
- an explanation of how consultation feedback, along with the findings of surveys and assessments, have informed the preliminary decision-making to date;
- a consultation report which summarised the feedback received during the 2022 non-statutory consultation and how it has been considered;
- a Strategic Options Backcheck and Review (SOBR) and cost detail for offshore comparison; and
- the opportunity for feedback on the preferred draft alignment and if there is anything else that should be considered as the Project is further developed.

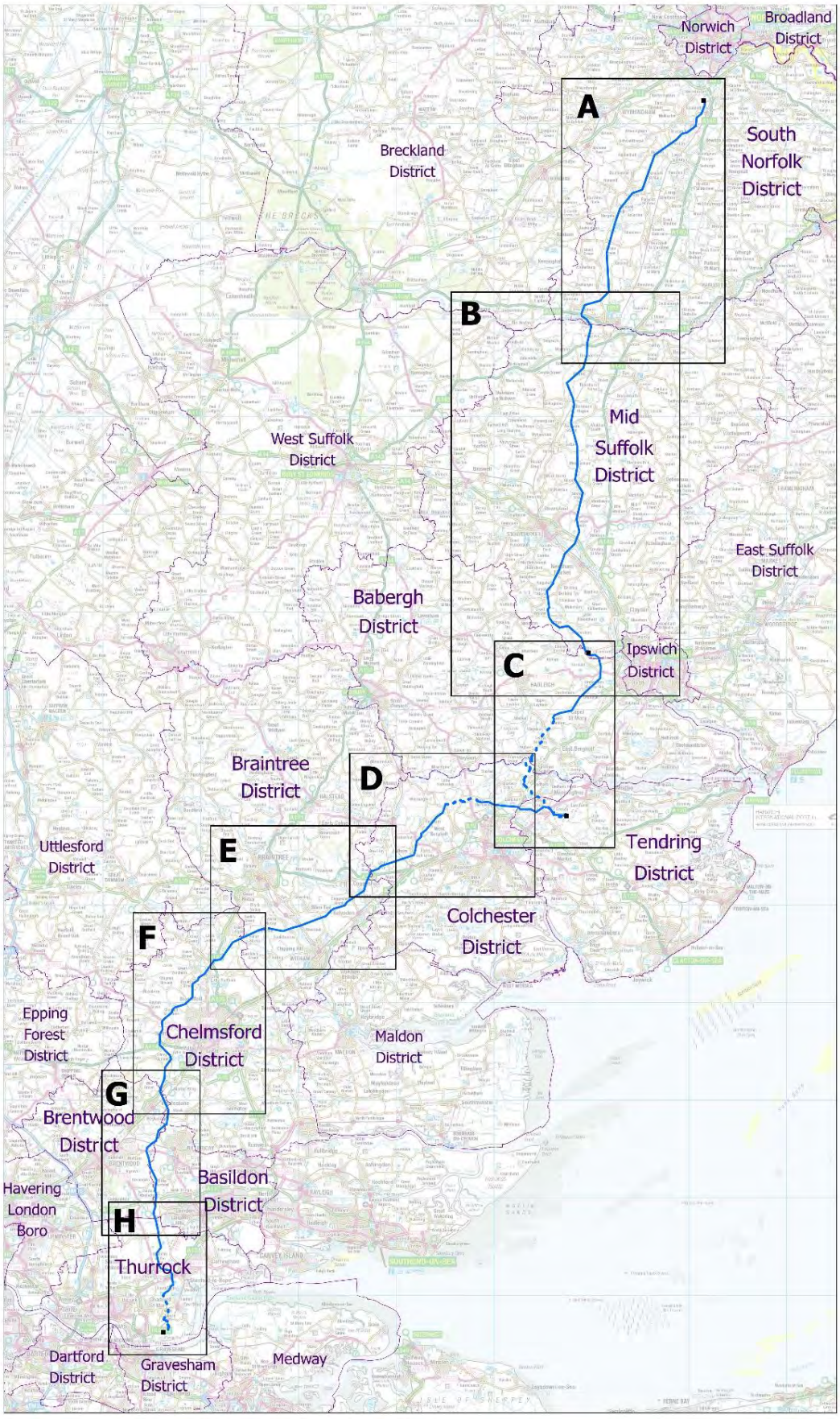
3.2.3 A map of the overall Project, locations of substations and districts that the 2023 non-statutory consultation proposals passed through is shown in **Figure 3.1**.

3.2.4 When presenting the proposals for the 2023 non-statutory consultation it was important to not only have an overview of the proposals but also an approach that enabled people to look for information on the area where they lived in more detail.

3.2.5 The proposals were split into sections to make it relevant to those communities and identifiable by district council areas, making it easier to find information and to feedback on areas of most interest to those communities. District council areas were divided as follows:

- Section A: South Norfolk
- Section B: Mid Suffolk
- Section C and D: Babergh, Tendring and Colchester
- Section E: Braintree
- Section F: Chelmsford
- Section G: Basildon and Brentwood (and Chelmsford east of Ingatestone)
- Section H: Thurrock

Figure 3.1- Norwich to Tilbury Project map



3.2.6 The feedback received from the 2022 non-statutory consultation helped to shape and guide the development of the proposals. As a result of feedback and further assessments that were carried out, changes to the proposed plans, both inside and outside the 2022 preferred draft corridor, were made. These changes were considered in the development of the preferred draft alignment which was presented in the 2023 non-statutory consultation (see **Figure 3.1**).

Summary of Changes which Influenced the 2023 Preferred Draft Alignment:

- diverting to the east of Wortham Ling before re-joining the preferred corridor to the south-west of Diss. This change is referred to as '*East of Wortham Ling'*;
- diverting to the east, south of Offton, then running alongside the existing 132 kV overhead line to the north and east of Flowton to Bramford Substation. This change is referred to as *'North of Flowton'*;
- an alternative route to the north and east of Notley Enterprise Park and at the northern edge of the Dedham Vale AONB. This change is referred to as *'West of Great Wenham'*;
- straightening the draft alignment slightly west of Writtle. This change is referred to as *'West of Writtle'*; and
- an alternative route to the east of Ingatestone. This change is referred to as *'Further east at Ingatestone'*.
- broadly paralleling the existing 132 kV overhead line to the north-west of Barking and Barking Tye;
- avoiding potential oversailing of properties and gardens at Aldham;
- an alignment further east within the corridor south of Bramford near Burstall;
- increasing the extent of underground cables from south of the Dedham Vale AONB through to the East Anglia Connection Node (EACN) substation. This also allows for an adjustment of the overhead line alignment near Ardleigh;
- change of technology from overhead line to underground cable near Great Horkesley for a distance of approximately 4 km[2];
- change of technology from overhead line to underground cable to cross under the existing 400 kV overhead line north of Fairstead;
- passing to the east of Bushy Wood to increase distance from properties;
- reduced interaction with the Dunton Hills Garden Village development by restricting the alignment to the eastern edge of the proposed corridor; and
- change of technology from overhead line to underground cable from the north of the Lower Thames Crossing proposals into Tilbury Substation.

[2] As a result of re-measurement and excluding split underground cable corridors the end to end length of underground cable between CSE compounds at Great Horkesley has reduced from previously stated 5.3 km to 4 km. For clarity, the CSE compound positions have not changed.

3.2.7 Further details on the changes above, and the further development of the Project design since the 2022 non-statutory consultation, is provided in the 2023 Design Development Report.

3.2.8 The 2023 Design Development Report can be found at: nationalgrid.com/electricity-transmission/document/149161/download

Pylon Design

3.2.9 For the purposes of an initial assessment, the preferred draft alignment as presented at the 2023 non-statutory consultation used standard lattice pylons. The use of other pylon designs is still under consideration if an overhead line route is progressed.

3.3 Methodology

3.3.1 The 2023 non-statutory consultation ran between 27 June 2023 to 21 August 2023 and followed the approach as set out in the Non-Statutory Public Consultation Strategy 2023. The Non-Statutory Public Consultation Strategy 2023 can be found in Appendix A of this report.

3.3.2 National Grid has built upon its knowledge and experience of consultation on major projects over many years and discussed that with the relevant Local Planning Authorities (LPAs) which also have expertise and experience of consultation locally.

Preparation for Pre-Application Non-Statutory Consultation in 2023

3.3.3 Following the close of the first non-statutory public consultation in June 2022, National Grid carefully reviewed all consultation feedback in detail.

3.3.4 The feedback from the 2022 non-statutory consultation, alongside the surveys and assessments, was taken into account as the Project was further developed to identify a preferred draft alignment.

3.3.5 National Grid developed and refined the consultation strategy alongside productive dialogue with the LPAs. Engagement was held to ensure a collaborative approach was taken to planning the consultation.

3.3.6 LPAs engaged with consist of: Essex County Council, Braintree District Council, Suffolk County Council, Tendring District Council, Thurrock Council, Basildon Council, Colchester City Council*, Norfolk County Council, South Norfolk Council, Babergh and Mid Suffolk District Councils and Chelmsford City Council. Brentwood Borough Council and Breckland District Council (non-host) were also engaged.

*Formerly Colchester Borough Council.

3.3.7 A draft of the 2023 Non-Statutory Consultation Strategy was prepared and shared with the LPAs on the 28 April 2023.

3.3.8 Briefings were held with each of the LPAs between 20 February 2023 and 3 April 2023. These sessions discussed the draft 2023 consultation strategy, its objectives and approach, consultation zones, proposed engagement activities, materials, and inclusivity.

3.3.9 Further to these briefings, the LPAs were asked to provide feedback on the draft Non-Statutory Consultation Strategy 2023. All feedback was considered and where practicable taken on board by National Grid.

3.3.10 Appendix B contains information on how the draft 2023 consultation strategy evolved further following this engagement and demonstrates National Grid's response to this feedback.

2023 Non-Statutory Consultation Approach

3.3.11 National Grid's 2023 non-statutory consultation approach is listed below, and each item is explained in more detail within this chapter:

- dedicated Project website with interactive maps to show proposals, frequently asked questions (FAQs), online feedback form, email and postal address, and dedicated telephone information line;
- direct mailing to the Primary Consultation Zone (PCZ) – newsletter and Project contact details to within 1 km edge of the preferred corridor;
- materials produced to support 2023 non-statutory consultation – Project Background Document, newsletter, feedback form and event banners;
- public consultation events – Twelve public consultation events and four online public webinars; information points – materials available at 13 information points in popular community hubs in close proximity to the proposals;
- promotional activity – advertising within the PCZ and the Secondary Consultation Zone (SCZ) in local and regional newspapers, posters (Appendix E), social media, information to parish councils and press releases; and
- engagement activities – stakeholder briefings for MPs, local elected representatives and parish councils.

3.3.12 National Grid's Non-Statutory Public Consultation Strategy 2023 (Appendix A) gives further detail on the 2023 non-statutory consultation activities described in this section of the report.

Project Website, Email and Information Line

3.3.13 National Grid set up a website to publish information on the Project along with the 2023 non-statutory consultation materials. The website URL was:

www.nationalgrid.com/electricity-transmission/network-and-infrastructure/infrastructure-projects/norwich-to-tilbury

3.3.14 The website included links to additional resources in the document library, and the following information:

- an interactive map to show more detail of the proposals. The map also included pointers to further information, which may contain images, text or signpost to a different page that expands on the subject;
- public consultation pages – with details of dates and timings of public consultation events and webinars;
- FAQs;
- event banners and newsletters;
- information for landowners;

- feedback form; and
- contact details.

3.3.15 During the 2023 non-statutory consultation period, the Project website received 84,801 views from 67,352 unique page views.

Direct Mailing to the PCZ

3.3.16 The PCZ included stakeholders whose property lies within 1 km of the edge of the preferred draft alignment as detailed in **Figure 3.2**. Where appropriate, the PCZ was extended to include whole streets and postcodes rather than the 1 km boundary dissecting hamlets or neighbourhoods. All relevant stakeholders within this area were consulted including contacting each residential and business address directly.

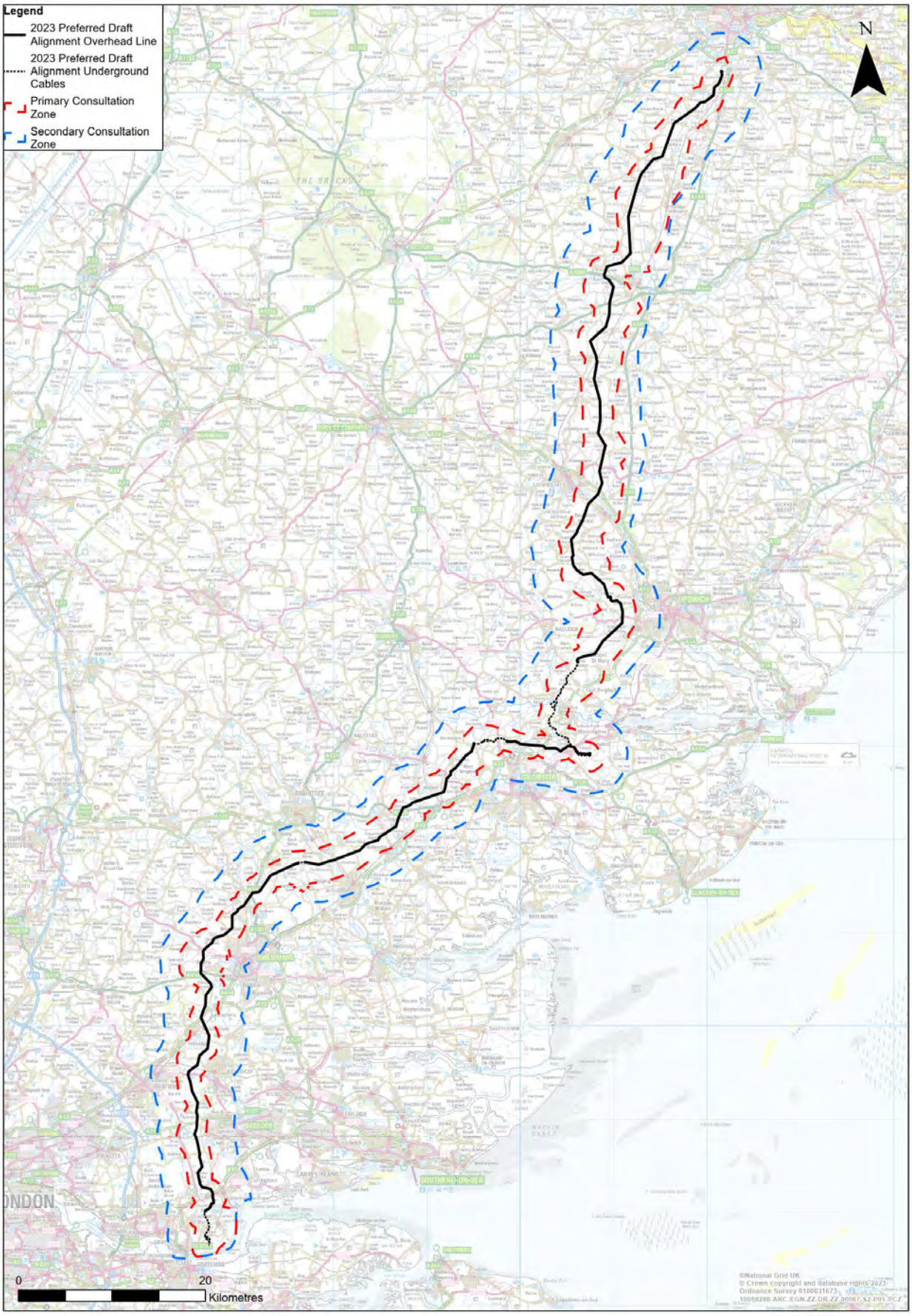
3.3.17 A newsletter was posted to all properties within the PCZ. The newsletter can be found: nationalgrid.com/electricity-transmission/document/149176/download

3.3.18 The newsletter included:

- an overview of the Project and an explanation of what was being consulted on;
- details of the Project website, public consultation events, public webinars and how stakeholders could leave their feedback on the proposals;
- information on further Project materials and where those could be accessed;
- a map showing the preferred draft alignment; and
- an updated Project timeline.

3.3.19 A map of the PCZ is provided at **Figure 3.2**. The PCZ is shown with red dashes and the SCZ is shown with blue dashes.

Figure 3.2- PCZ and SCZ distribution area



Materials Produced to Support the 2023 Non-Statutory Consultation

3.3.20 A range of consultation materials were provided as part of the 2023 non-statutory consultation which included appropriate levels of technical detail. These are described in **Table 3.1**.

Table 3.1 – 2023 non-statutory consultation materials

Material	Location
2023 Project Background Document: to provide an overview of the Project and detailing the proposals and consultation.	nationalgrid.com/electricity-transmission/document/149151/download
2023 Strategic Options Backcheck and Review: provides an overview of the appraisal approach used to date to consider and backcheck strategic options.	nationalgrid.com/electricity-transmission/document/149281/download
Maps of the proposals 2023: showing the location of the 2023 preferred draft alignment.	Proposal maps are available on the Project website: nationalgrid.com/electricity-transmission/network-and-infrastructure/infrastructure-projects/norwich-to-tilbury/document-library The maps are also included in Appendix F.
2023 Design Development Report: an in-depth technical document detailing the work undertaken to date, focusing on the work since the 2022 non-statutory consultation.	nationalgrid.com/electricity-transmission/document/149161/download
2022 Non-Statutory Consultation Feedback Report and appendices: summarising the feedback received during the 2022 non-statutory consultation and how it had been considered by National Grid.	nationalgrid.com/electricity-transmission/document/149166/download nationalgrid.com/electricity-transmission/document/149171/download
Community Newsletter: summarising details of the Project and 2023 non-statutory consultation.	nationalgrid.com/electricity-transmission/document/149176/download
2023 Non-Statutory Consultation Feedback Form: to gather consultation comments and feedback.	nationalgrid.com/electricity-transmission/document/149181/download
Project website: to host all project information, including downloadable versions of all the above documents, FAQs, an online feedback form and interactive map.	nationalgrid.com/electricity-transmission/network-and-infrastructure/infrastructure-projects/norwich-to-tilbury
Consultation Event Banners: to provide information about the proposals that were presented at the public consultation events.	nationalgrid.com/electricity-transmission/document/149576/download
2023 Non-Statutory Public Consultation Strategy: to provide information about the 2023 non-statutory consultation.	nationalgrid.com/electricity-transmission/document/149276/download. The 2023 Non-Statutory Public Consultation Strategy is also included in Appendix A.

Public Consultation Events

3.3.21 A programme of both public consultation events and online public webinars provided stakeholders opportunities to find out more about the proposals and to provide feedback.

3.3.22 The online public webinars enabled the Project team to present the same information as that at the public consultation events and were available to stakeholders who were unable to attend in-person and/or might not feel comfortable in a public place.

3.3.23 Twelve public consultation events were organised to be accessible to as many people as possible and held at suitable community hubs along the proposed route. The public consultation events provided the opportunity to speak to technical experts within the team and are detailed in **Table 3.2**.

3.3.24 In total 1,803 attendees joined the team at the public consultation events.

Table 3.2 – Schedule of public consultation events

Date and time	Venue	Attendees
2pm-7pm Thursday 6 July	The Brentwood Centre, Doddinghurst Road, Pilgrims Hatch, Brentwood, CM15 9NN	115
2pm-7pm Friday 7 July	Diss Youth and Community Centre, Shelfanger Road, Diss, IP22 4EH	260
11am-4pm Saturday 8 July	Lawford Venture Centre 2000, Bromley Road, Lawford, Manningtree CO11 2JE	76
1pm-6pm Monday 10 July	Tibenham Community Hall, Pristow Green Lane, Tibenham, Norwich NR16 1PX	258
11am-4pm Tuesday 11 July	Blackbourne Community Centre, 71 Blackbourne Road, Elmswell, Bury St Edmunds, IP30 9UH	64
2pm-7pm Wednesday 12 July	Chelmsford City Racecourse, Chelmsford, CM3 1QP	214
2pm-7pm Thursday 13 July	Langham Community Centre, School Road, Langham, Colchester, CO4 5PA	320
2pm-7pm Monday 17 July	The Civic Hall, Blackshots Lane, Grays, RM16 2JU	18
1pm-6pm Tuesday 18 July	Tasburgh Village Hall, Grove Lane, Tasburgh, NR15 1LR	157
2pm-7pm Wednesday 19 July	Copdock Village Hall, Old London Road, Copdock, IP8 3JN	200
2pm-7pm Thursday 20 July	Witham Public Hall, Collingwood Road, Witham, CM8 2DY	102
2pm-7pm Friday 21 July	Basildon Sporting Village, Cranes Farm Road, Basildon, SS14 3GR	19
	Total	**1,803**

2023 Non-Statutory Consultation Events – Public Webinars

3.3.25 Online public webinars were organised to enable the Project team to present information about the Project to a large number of people and for them to be able to ask the team questions. Information included an overview and background to the Project, context and need; the proposals and how they were developed; and information about the 2023 non-statutory consultation.

3.3.26 Following this, members of the public could write questions to National Grid during the webinar for the Project team to answer.

3.3.27 Members of the public were invited to register to attend a webinar via the Project website or by calling the Project telephone information line. They were then sent details through email of how to join the webinar via a desktop, tablet, or mobile device.

3.3.28 During the public webinars, members of the Project team explained an overview of the Project and details related to the 2023 non-statutory consultation.

3.3.29 A total of four public webinars were held during the 2023 non-statutory consultation period.

3.3.30 Public webinars were held over a variety of times to provide morning, afternoon, and evening sessions throughout the 2023 non-statutory consultation period. For those who could not attend the live webinar sessions, a recording was made available on the Project website for playback.

3.3.31 A total of 118 stakeholders and members of the public attended the webinars. The attendance at each is set out in **Table 3.3.**

Table 3.3 – Schedule of online public webinars

Date and Time	Attendees
1p**m**-2pm, Wednesday 5 July	32
7p**m**-8pm, Tuesday 25 July	23
10a**m**-11am, Saturday 12 August	22
10a**m**-11am, Thursday 17 August	41
Total	**118**

Information Point Locations

3.3.32 In addition to being available via the Project website and on request, paper copies of Project documents were made available at 13 locations within the consultation zone throughout the 2023 non-statutory consultation with stock levels regularly being checked and replenished during the consultation period.

3.3.33 Consultation materials available at the information point locations consisted of feedback forms and the Project Background Document 2023.

3.3.34 Information locations consisted of:

- Long Stratton Library, The Street, Long Stratton, NR15 2XJ;
- Diss Library, Church Street, Diss, IP22 4DD;
- Stowmarket Library, Milton Road, Stowmarket, IP14 1EX;
- Suffolk County Council, Endeavour House, 8 Russell Rd, Ipswich, IP1 2BX;
- Capel Library, The Street, Capel St Mary, Ipswich, IP9 2EF;
- Tendring District Council, 88-90 Pier Avenue, Clacton on Sea, Essex, CO15 1TN;
- Colchester Library, Trinity Square, Colchester, CO1 1JB;

- Coggeshall Library, 29 Stoneham Street, Coggeshall, Colchester, CO6 1UH;
- Writtle Library, 45 The Green, Writtle, Chelmsford, CM1 3DT;
- Chelmsford Library, County Hall, Market Road, Chelmsford, CM1 1QH;
- Ingatestone Library, High Street, Ingatestone, CM4 9EU;
- Brentwood Borough Council, Town Hall, Ingrave Road, Brentwood, CM15 8AY; and
- Tilbury Library, Kanmore House, 16 Civic Square, Tilbury RM18 8AD.

Promotional Activity – Press and Social Media

3.3.35 National Grid identified the secondary consultation zone (SCZ) which extended to 4 km from the edge of the preferred draft alignment. The SCZ included stakeholders who are less likely to be directly affected by the Project but may, for example, still be impacted by construction traffic and long-distance views. A map of the SCZ can be seen in **Figure 3.2**.

3.3.36 All members of the public, including those within the SCZ, could register to receive all Project information and engage as they wished. National Grid raised awareness of the Project and 2023 non-statutory consultation with stakeholders within the SCZ through the broad dissemination of information. This included:

- placing advertisements in local and regional newspapers providing information about the 2023 non-statutory consultation and how to get involved. See **Table 3.4** for the schedule of adverts and Appendix C for copies of the adverts;
- providing Project documents at information point locations around the Project area for public viewing. See Section 3.2.38 of this report for a list of locations;
- placing advertisements on social media to target different demographics and to include those who might not otherwise engage with the 2023 non-statutory consultation. See **Table 3.5** for information about the social media campaigns;
- publishing full details of the 2023 non-statutory consultation and public consultation events on the Project website; and
- providing contact details for queries and how to request paper copies of the 2023 consultation materials.

Table 3.4 – Newspaper adverts schedule

Publication	Date(s)
Eastern Daily Press	29 June
Thurrock Gazette	29 June
Braintree and Witham Times and Halstead Gazette*	29 June
Colchester Gazette	29 June
Harwich and Manningtree Standard	30 June
East Anglian Daily Times	30 June

*Joint publication between Braintree and Witham Times and the Halstead Gazette

3.3.37 Digital promotion of the 2023 non-statutory consultation was conducted through digital marketing campaigns hosted by online news providers. Online adverts were placed in the Essex Chronicle (Essex Live) and Brentwood Gazette. Details of these adverts can be seen in **Table 3.5**.

Table 3.5 – Online adverts schedule

Publication	Date(s)
Brentwood Gazette	29 June – 12 July 2023
Essex Chronicle	29 June – 16 July 2023

3.3.38 Across the social media platform Facebook, an advertising campaign ran from 27 June 2023 – 21 August 2023. Each advert directed users to visit the Project website and engage with the 2023 non-statutory consultation, with adverts targeted at users living within the PCZ and SCZ and nearby communities. The traffic generated from this campaign is set out in **Table 3.6**.

Table 3.6 – Social media campaign

Platform	Campaign dates	Total Impressions	Advert clicks
Facebook	27 June 2023 – 21 August 2023	1,680,956	6,980

3.3.39 Copies of the social media adverts can be found in Appendix D.

Engagement Activities

3.3.40 National Grid undertook several engagement activities leading up to and throughout the 2023 non-statutory consultation period.

3.3.41 Briefings were offered to 12 councils, 205 parish councils and 15 Members of Parliament with constituencies within the vicinity of the Project.

3.3.42 Briefings were given to those who accepted the offer and provided an overview and background to the Project; context and need; the proposals and how they were developed; and information about the 2023 non-statutory consultation. There were also question and answers sessions at the end of each briefing.

3.4 Ways to Respond

3.4.1 Consultees could respond to the 2023 non-statutory consultation by completing the feedback form (online and paper copy were available), through email to the Project email address or by sending a response directly to the Project's postal address:

- **email** via contact@n-t.nationalgrid.com; and
- **postal** Freepost N TO T (no stamp or further address needed).

3.4.2 A dedicated freephone community telephone information line 0800 151 0992 (lines were open Monday to Friday 9am-5:30pm) was also set up for people to call if they had any queries.

3.5 Responses

3.5.1 A total of 4,167 feedback submissions were received during the 2023 non-statutory consultation period from local communities, stakeholders, and other consultees. This comprised of paper response forms, online response forms, emails, and letters as detailed in **Table 3.7**. Feedback sent directly to National Grid in these formats has been accounted for in the relevant categories within this table. All feedback where extensions were agreed (three responses) have also been considered in the reporting process for this report.

3.5.2 Although some feedback was received after the close of the 2023 non-statutory consultation, National Grid continues to review and consider these as and when they are received. A summary of feedback received between the 2023 non-statutory consultation and the start of the next consultation (April 2024) will be included in the next feedback report.

Table 3.7 – Breakdown of responses received

Response Method	Number of Responses
Online feedback form	1,473
Paper feedback form (via post/events)	138
Free text response (letter)	58
Free text response (email)	2,498
Total	**4,167**

4. Analysis of Feedback

4.1 Introduction

4.1.1 This chapter details the responses received to the 2023 non-statutory consultation and the changes to the Project made as a result.

4.1.2 Chapter 4 is structured as follows:

- **4.2 Feedback form:** contains a breakdown of the feedback form in terms of open and closed questions;
- **4.3 Approach to analysis:** outlines the approach taken;
- **4.4 Responses to closed questions:** details the results to the closed questions;
- **4.5 Reponses to open questions:** details the themes raised from the open questions;
- **4.6 National Grid's response to technical stakeholder comments received:** contains tables which set out National Grid's response to responses received to the 2023 non-statutory consultation, including reasons why changes have, or have not, been made;
- **4.7 National Grid's response to public and non technical stakeholder comments received:** contains tables which set out National Grid's response to responses received to the 2023 non-statutory consultation, including reasons why changes have, or have not, been made;
- **4.8 How feedback has influenced design:** outlines the changes that have been made as a result of the responses received to the 2023 non-statutory consultation; and
- **4.9 Responses received after the 2023 non-statutory consultation close:** contains a summary of themes which were received.

4.2 Feedback Form

4.2.1 The feedback form consisted of twelve sections and asked a total of 27 questions, including a mix of closed and open questions. The closed questions asked about certain aspects of the Project and, where appropriate, open questions invited consultees to give further information. The sections consisted of:

- **About You** Your details (closed questions), Q1 (closed/open);
- **Section A: South Norfolk** Q2 (open) and Q3 (open);
- **Section B: Mid Suffolk** Q4 (open) and Q5 (open);
- **Sections C and D: Babergh, Tendring and Colchester** Q6 (open) and Q7 (open);
- **Section E: Braintree** Q8 (open) and Q9 (open);
- **Section F: Chelmsford** Q10 (open) and Q11 (open);

- **Section G: Basildon and Brentwood (and Chelmsford east of Ingatestone** Q12 (open) and Q13 (open);
- **Section H: Thurrock** Q14 (open) and Q15 (open);
- **Pylon Design** Q16 (open);
- **Our consultation** Q17 (closed), Q18 (closed/open), Q19 (closed), Q20 (closed), Q21 (closed) and Q22 (open);
- **Equality and diversity** Q23 (closed), Q24 (closed), Q25 (closed) and Q26 (closed); and
- **Q27** (open).

4.2.2 A copy of the 2023 Non-Statutory Consultation Feedback Form can be found: nationalgrid.com/electricity-transmission/document/149181/download.

4.2.3 The analysis of the closed (quantitative) questions is detailed in Section 4.4, while comments received during the open (qualitative) questions are detailed in Section 4.6 and 4.7.

4.3 Approach to Analysis

4.3.1 The responses to the closed questions were analysed and the outcome of this analysis is set out in Section 4.4. With regards to the percentages on the graphs in Section 4.4, the numbers have been rounded up or down (to the nearest whole number) to provide the percentage and, as such, there will be times when the totals are not equal to 100%.

4.3.2 To analyse the responses received to the open questions, a coding framework was used based on the structure of the 2023 non-statutory consultation response form. This enabled the grouping of responses into themes which was considered a reasonable and proportionate approach given the volume of feedback received and preferable to setting out each individual item of feedback in this report which would lead to duplication.

4.3.3 A response to an open text question could receive multiple codes to highlight different themes covered. Responses were also accepted through letter and email, and these were recorded and analysed in the same way as the open question responses to the feedback forms.

4.3.4 A classification tree was created to code all written/longform feedback – this comprised of letters, emails, and the free text sections on the response form.

4.3.5 Classification categories were created based on issues raised at events and briefings. In addition, new classifications were added on an ad-hoc basis as feedback was received allowing for further breakdown of themes.

4.3.6 Some categories (such as visual impact) were also split so that comments could be coded as being specific to a certain area of the Project. The thematic analysis groups common themes, statements and feedback for specific locations to enable a structured and organised report which is user-friendly. Throughout this process, the detail of comments is not lost in any way, with new code summaries added with each new piece of feedback.

4.3.7 All responses, regardless of their origin, were analysed by the Project team and assigned codes based upon the content of the response(s) provided.

4.3.8 Each response was assigned a unique reference number to create an audit trail throughout the analysis process. Quality assurance checks were undertaken to ensure that each response was accounted for and analysed.

4.3.9 National Grid has considered every issue raised and had regard to all feedback, albeit it has not been able to accede to every suggestion or request.

4.3.10 National Grid's response to feedback at this stage is preliminary and based on the Government's specific nationally applicable guidance to electricity infrastructure companies. National Grid will back check decisions at each future stage as the Project proceeds and in conjunction with feedback received from future consultations.

4.3.11 National Grid will continue to review and consider feedback as and when it is received. A summary of feedback received between the 2023 non-statutory consultation and the start of the next consultation (April 2024) will be included in the next feedback report.

4.4 Responses to Closed Questions

4.4.1 This section presents feedback gathered through the closed questions on the 2023 feedback form (questions 1, 17-21 and 23-26) during the 2023 non-statutory consultation period.

4.4.2 Although some feedback was received after the close of the 2023 non-statutory consultation, National Grid continues to review and consider these as and when they are received. A summary of feedback received between the 2023 non-statutory consultation and the start of the next consultation (April 2024) will be included in the next feedback report.

About You - Question 1

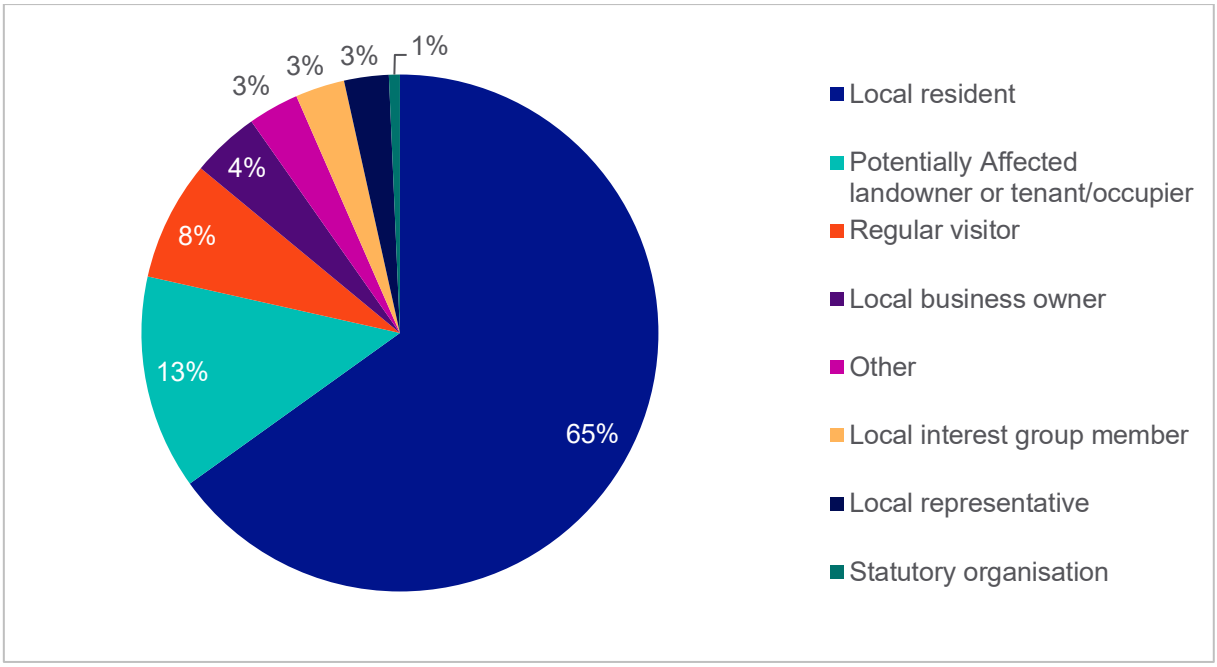
4.4.3 Question 1 asked respondents to describe their interest in Norwich to Tilbury (**Figure 4.1**) and respondents were able to select more than one option.

4.4.4 Almost two thirds of responses (65%) indicated that they were a *'Local resident'*. The next most frequent category was *'Potentially affected landowner or tenant/occupier'* with 13% of responses for this option. 8% of responses selected '*Regular visitor'* as their interest in Norwich to Tilbury. A small percentage of responses were received from *'Local interest group member'* (3%), '*Local representative'* (3%), *and 'Other'* (3%). The final 1% of responses were from a *'Statutory organisation'*.

4.4.5 Respondents who selected '*Other*' were asked to provide detail. These responses included:

- parish councillors;
- pilots and flight instructors;
- national charity members;
- energy transition writers;
- fishing club member; and
- pylon appreciation society member.

Figure 4.1 – Question 1: How would you describe your interest in Norwich to Tilbury?



Our Consultation - Question 17

4.4.6 Question 17 asked respondents to indicate how they heard about the 2023 non-statutory consultation (**Figure 4.2**) and respondents were able to select more than one option.

4.4.7 The most frequent response received *was 'Received a letter or email from National Grid'* comprising of 23% of responses. The second most frequent option *was 'Word of mouth'* which represented 18% of responses. This was closely followed by *'Saw social media coverage'* and '*Saw coverage in local and/or national media'* with 16% and 15% of responses respectively.

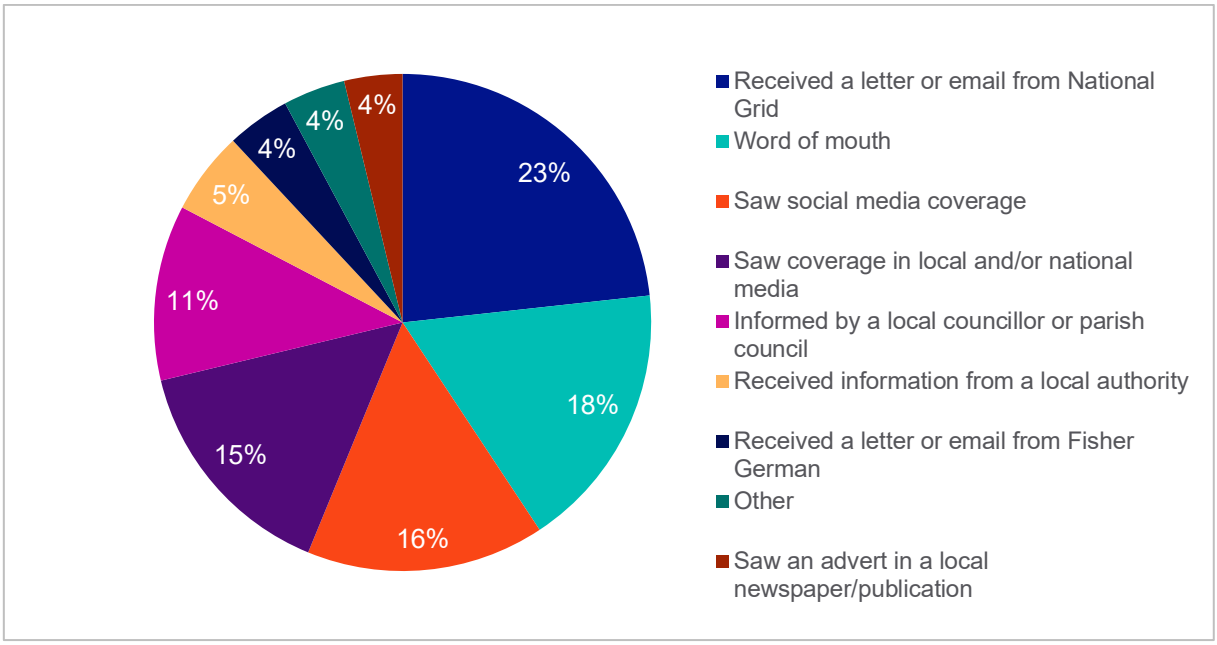
4.4.8 The least frequent methods of publicity, each with 4% of responses *were 'Received a letter or email from Fisher German'* (Norwich to Tilbury land team), *'Saw an advert in a local newspaper/publication'* and *'Other'*.

4.4.9 Remaining response methods and percentages are outlined in **Figure 4.2**.

4.4.10 Respondents who selected *'Other'* were asked to provide detail. These responses included:

- local radio;
- local social groups and sports clubs;
- local action groups;
- posters in the area; and
- community newsletters.

Figure 4.2- Question 17: Please let us know how you heard about this consultation. Please tick all that apply.

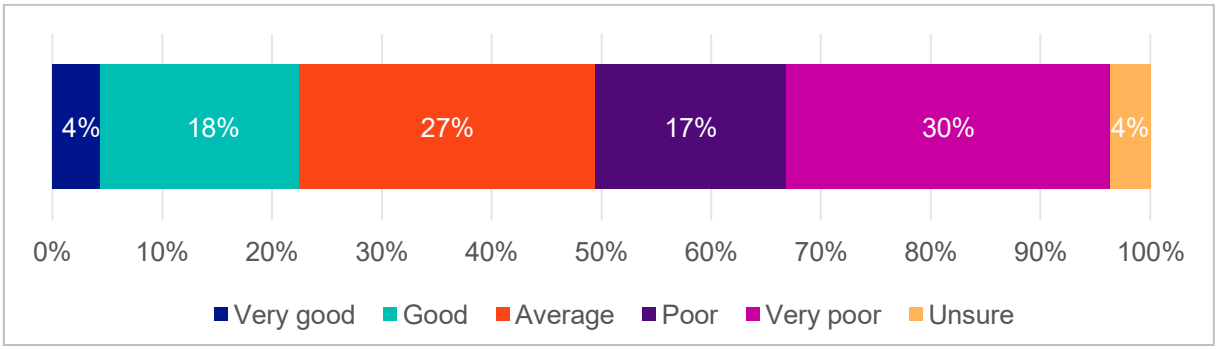


Our Consultation - Question 18

4.4.11 Question 18 asked respondents to rate the information included as part of the 2023 non-statutory consultation, how clearly it was presented and how easy it was to understand (**Figure 4.3**).

4.4.12 22% of respondents rated the information as good to some extent (4% selected *'Very good'* and 18% selected *'Good'*). This is compared to 47% of respondents that rated the information as poor to some extent (30% selected *'Very poor'* and 17% selected *'Poor'*). More than a quarter (27%) of respondents rated the information as *'Average'* whilst the remaining 4% were *'Unsure'*.

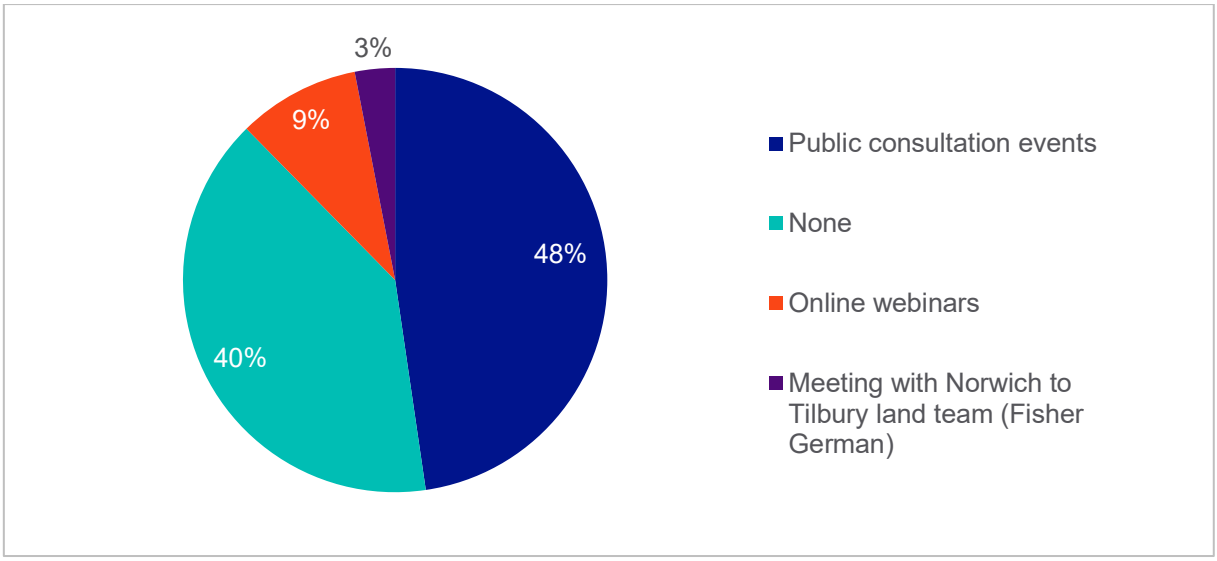
Figure 4.3 – Question 18: Please rate the information we have published in terms of how clearly it was presented and how easy it was to understand.



Our Consultation - Question 19

4.4.13 In response to question 19, respondents were asked if they attended any 2023 consultation events (**Figure 4.4**) and were able to select more than one option. Almost half 48% of responses indicated attendance at a '*Public consultation event'*. 9% of responses indicated attendance at an '*Online webinar'* whilst 3% of responses attended a *'Meeting with Norwich to Tilbury land team (Fisher German)'*. The remaining two fifths (40%) of responses indicated that no events were attended.

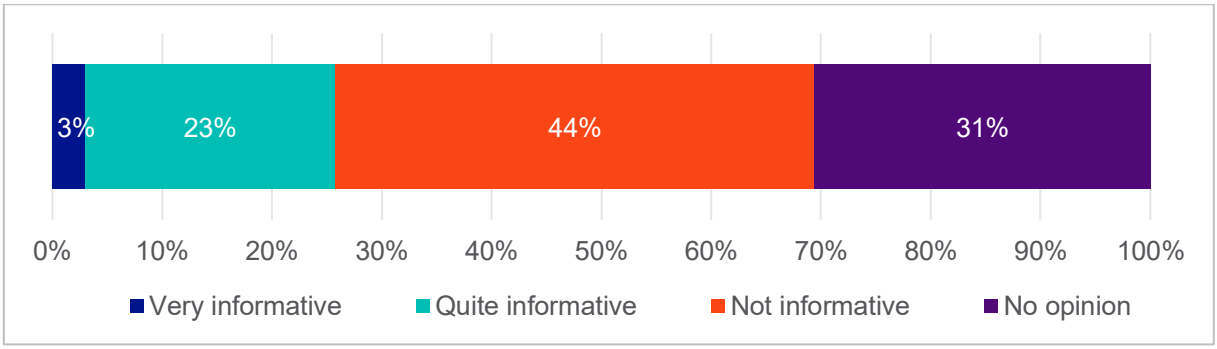
Figure 4.4 – Question 19: Did you attend any of the following? Please tick all that apply.



Our Consultation - Question 20

4.4.14 Question 20 asked that if respondents attended one of the 2023 public consultation events, how they found it (**Figure 4.5**). 3% of respondents described the public consultation events as *'Very informative'* and nearly a quarter (23%) described them as *'Quite informative'*. 44% of respondents described the public consultations as *'Not informative'*, whilst the remaining 31% of respondents had '*No opinion'.*

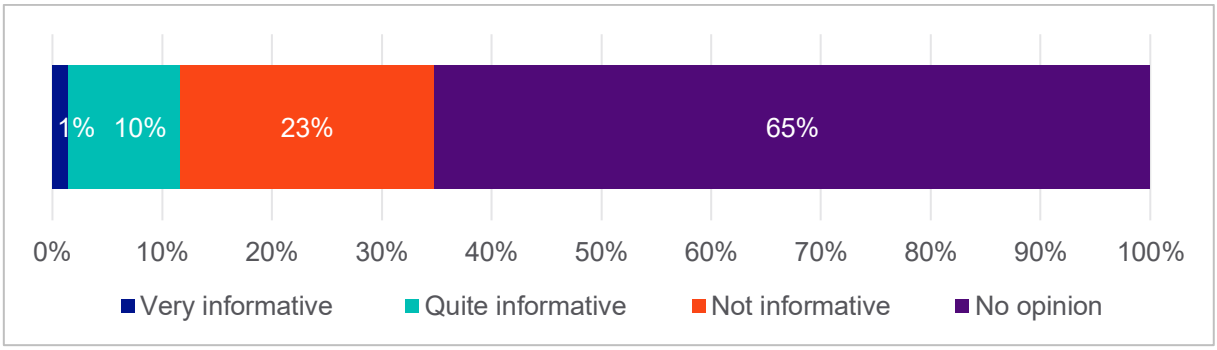
Figure 4.5 – Question 20: If you attended one of our public consultation events, how did you find it?



Our Consultation - Question 21

4.4.15 Question 21 asked that if respondents attended one of the online webinars, how they found it (**Figure 4.6**). 1% of respondents found the webinars '*Very informative'* and 10% found them *'Quite informative'*. 23% found the webinars '*Not informative'* whilst the remaining 65% of respondents had '*No opinion'*.

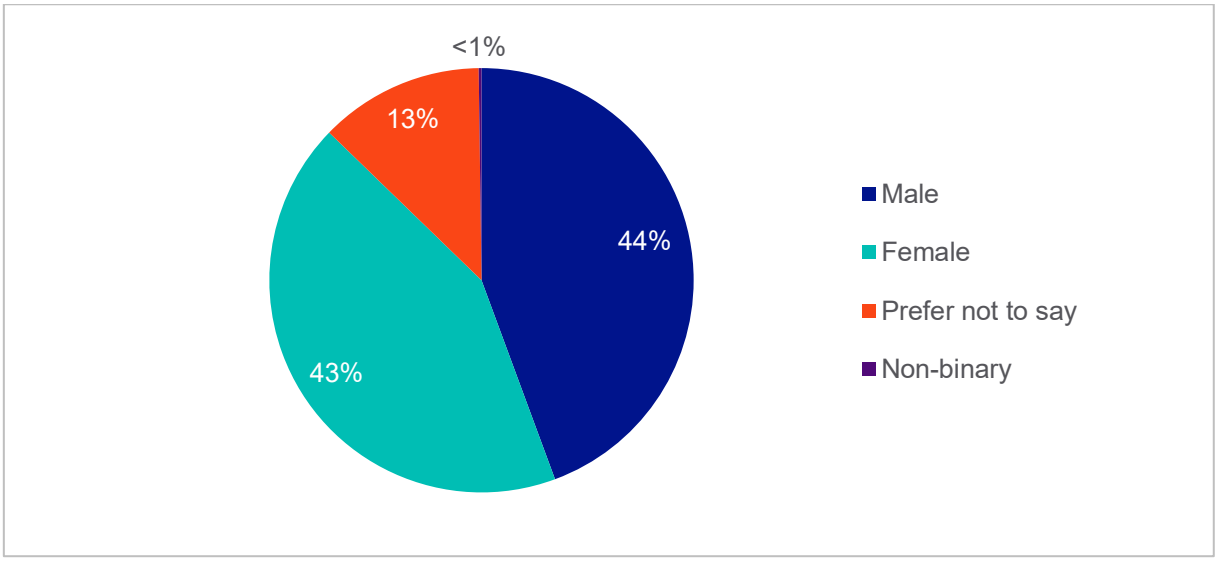
Figure 4.6 – Question 21: If you attended one of our online webinars, how did you find it?



Equality and Diversity - Question 23

4.4.16 Question 23 asked respondents to indicate their gender (**Figure 4.7**). 44% of responses came from males, and 43% of responses were from females. <1% of respondents categorised themselves as *'Non-binary'*. The remaining 13% of respondents did not wish to provide their gender.

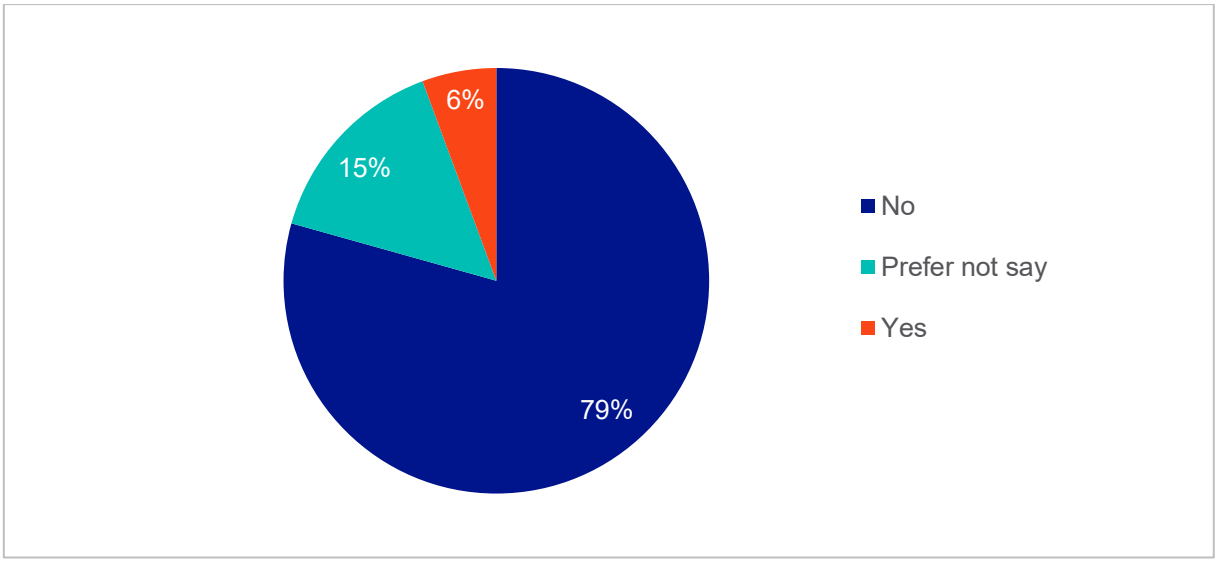
Figure 4.7– Question 23: What is your gender?



Equality and Diversity - Question 24

4.4.17 Question 24 asked respondents if they considered themselves to have a disability (**Figure 4.8**). The majority of respondents (79%) answered *'No'* whilst a small proportion (6%) of respondents answered '*Yes'*. The remaining 15% of respondents did not wish to answer.

Figure 4.8 – Question 24: Do you consider yourself a person with a disability?



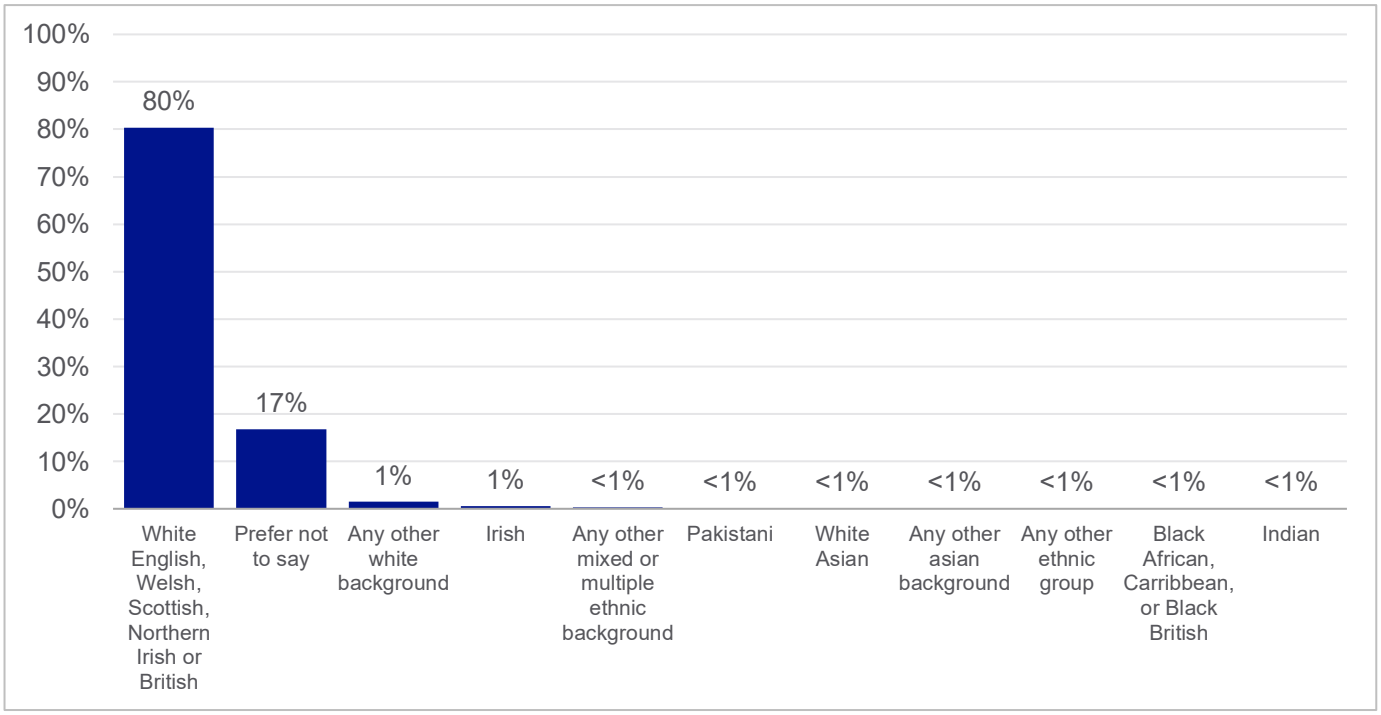
Equality and Diversity- Question 25

4.4.18 Question 25 asked respondents how they would describe their ethnic background (**Figure 4.9**). The majority of respondents (80%) indicated they were *'White English, Welsh, Scottish, Northern Irish or British'*. This was followed by 17% of respondents who did not wish to express their ethnic background.

4.4.19 1% of respondents described their ethnic background as *'Irish'* and *'Any other white background'*, but no responses were given providing details.

4.4.20 <1% of respondents indicated the following ethnic backgrounds: 'White Asian', 'Pakistani', 'Indian', 'Black African, Caribbean, or Black British', 'Any other mixed multiple ethnic background', 'Mixed or Multiple ethnic groups', 'Any other ethnic group' and 'Any other Asian background'.

Figure 4.9- How would you describe your ethnic background?



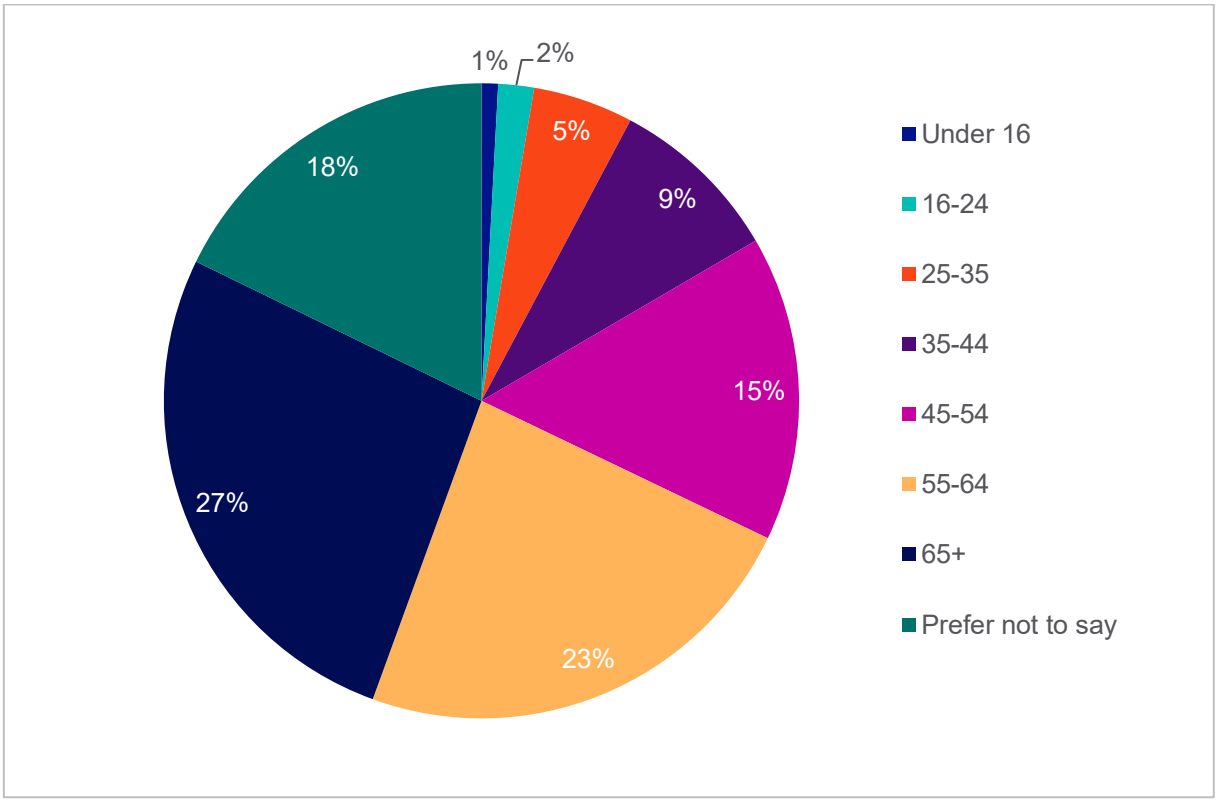
Equality and Diversity- Question 26

4.4.21 Question 26 asked respondents to indicate their age (**Figure 4.10**) and feedback was received from respondents ranging from the categories *'Under 16'* to *'65+'.*

4.4.22 The highest number of responses were from the *'65+'* category, representing a 27% share of the responses received. This was closely followed by the *'55-64'* age bracket which represented 23% of responses. The '*45-54'* category had a 16% share of responses, whilst 9% of responses were from respondents within the *'35-44'* age range.

4.4.23 The least represented age groups were '*25-35', '16-24'* and '*Under 16'* with 5%, 2% and 1% respectively. The remaining 18% of respondents did not wish to provide their age.

Figure 4.10 – Question 26: What is your age?



4.5 Responses to Open Questions

4.5.1 This section presents and discusses the feedback gathered via the open questions on the feedback form, or via other open formats provided by respondents (e.g., letters/emails).

4.5.2 This section begins by outlining the different open questions that were asked as part of the feedback form.

4.5.3 This is followed by some key themes which have emerged from the analysis of the feedback, which give a high-level understanding of the primary areas of interest and/ or concern amongst respondents.

Section A: South Norfolk - Question 2

4.5.4 Question 2 of the feedback form[3] asked:

'Do you have any comments on the following within this section?'

4.5.5 Responses to the points raised through open written feedback have been summarised in Sections 4.6 and 4.7 of this report.

Section A: South Norfolk - Question 3

4.5.6 Question 3 of the feedback form[3] asked:

'Do you have any further comments on our current proposals within this section?'

4.5.7 Responses to the points raised through open written feedback have been summarised in Sections 4.6 and 4.7 of this report.

Section B: Mid Suffolk - Question 4

4.5.8 Question 4 of the feedback form[3] asked:

'Do you have any comments on the following within this section?'

4.5.9 Responses to the points raised through open written feedback have been summarised in Sections 4.6 and 4.7 of this report.

Section B: Mid Suffolk - Question 5

4.5.10 Question 5 of the feedback form[3] asked:

'Do you have any further comments on our current proposals within this section?'

4.5.11 Responses to the points raised through open written feedback have been summarised in Sections 4.6 and 4.7 of this report.

Sections C and D: Babergh, Tendring and Colchester - Question 6

4.5.12 Question 6 of the feedback form[3] asked:

'Do you have any comments on the following within this section?'

4.5.13 Responses to the points raised through open written feedback have been summarised in Sections 4.6 and 4.7 of this report.

Sections C and D: Babergh, Tendring and Colchester - Question 7

4.5.14 Question 7 of the feedback form[3] asked:

'Do you have any further comments on our current proposals within this section?'

4.5.15 Responses to the points raised through open written feedback have been summarised in Sections 4.6 and 4.7 of this report.

[3] For full details of the questions asked, a copy of the 2023 Non-Statutory Consultation Feedback Form can be found on National Grid's website: nationalgrid.com/electricity-transmission/document/149181/download

Section E: Braintree - Question 8

4.5.16 Question 8 of the feedback form[3] asked:

'Do you have any comments on the following within this section?'

4.5.17 Responses to the points raised through open written feedback have been summarised in Sections 4.6 and 4.7 of this report.

Section E: Braintree - Question 9

4.5.18 Question 9 of the feedback form[3] asked:

'Do you have any further comments on our current proposals within this section?'

4.5.19 Responses to the points raised through open written feedback have been summarised in Sections 4.6 and 4.7 of this report.

Section F: Chelmsford - Question 10

4.5.20 Question 10 of the feedback form[3] asked:

'Do you have any comments on the proposed locations for the following within this section?'

4.5.21 Responses to the points raised through open written feedback have been summarised in Sections 4.6 and 4.7 of this report.

Section F: Chelmsford - Question 11

4.5.22 Question 11 of the feedback form[3] asked:

'Do you have any further comments on our proposals within this section?'

4.5.23 Responses to the points raised through open written feedback have been summarised in Sections 4.6 and 4.7 of this report.

Section G: Basildon and Brentwood (and Chelmsford east of Ingatestone) - Question 12

4.5.24 Question 2 of the feedback form[3] asked:

'Do you have any comments on the proposed locations for the following within this section?'

4.5.25 Responses to the points raised through open written feedback have been summarised in Sections 4.6 and 4.7 of this report.

Section G: Basildon and Brentwood (and Chelmsford east of Ingatestone) - Question 13

4.5.26 Question 13 of the feedback form[3] asked:

'Do you have any further comments on our current proposals within this section?'

4.5.27 Responses to the points raised through open written feedback have been summarised in Sections 4.6 and 4.7 of this report.

Section H: Thurrock - Question 14

4.5.28 Question 14 of the feedback form[3] asked:

'Do you have any comments on the following within this section?'

4.5.29 Responses to the points raised through open written feedback have been summarised in Sections 4.6 and 4.7 of this report.

Section H: Thurrock - Question 15

4.5.30 Question 15 of the feedback form[3] asked:

'Do you have any further comments on our current proposals within this section?'

4.5.31 Responses to the points raised through open written feedback have been summarised in Sections 4.6 and 4.7 of this report.

Pylon Design - Question 16

4.5.32 Question 16 of the feedback form[3] asked:

'Is there anything you would like us to consider as we carry out our assessments?'

4.5.33 Responses to the points raised through open written feedback have been summarised in Sections 4.6 and 4.7 of this report.

Our consultation - Question 22

4.5.34 Question 22 of the feedback form[3] asked:

'Do you have further comments about our materials, consultation process or any suggestions for how we can improve our consultation?'

4.5.35 Responses to the points raised through open written feedback have been summarised in Sections 4.6 and 4.7 of this report.

Question 27

4.5.36 Question 27 of the feedback form[3] asked:

'Please provide any further comments you may have.'

4.5.37 Responses to the points raised through open written feedback have been summarised in Sections 4.6 and 4.7 of this report.

4.6 National Grid's Response to Technical Stakeholder Comments

4.6.1 This section summarises feedback received to the 2023 non-statutory consultation from technical stakeholders and National Grid's response to that feedback.

4.6.2 Responses were received from technical stakeholders as listed in **Table 4.1**.

4.6.3 **Table 4.2** contains a summary of comments on all general matters raised. **Table 4.3** to **Table 4.9** relate directly to the route sections as separated by local authority geographical areas as shown in **Figure 1.2**.

Table 4.1- Technical stakeholders who responded to the 2023 non-statutory consultation

Stakeholder	Stakeholder	Stakeholder
Aldham Parish Council	Environment Agency	Norfolk County Council
Anglian Water Services Ltd	Essex Association of Local Councils	Norfolk Local Access Forum
Ardleigh Parish Council	Essex County Council	Norfolk Wildlife Trust
Ashwellthorpe and Fundenhall Parish Council	Essex Suffolk Norfolk Pylons	North-West and South-West Chelmsford Parishes Group (Great Waltham, Little Waltham, Broomfield, Chignal, Writtle, Roxwell, Highwood, Margaretting, Ingatestone and Fryerning)
Babergh District Council	Feering Parish Council	
Basildon Borough Council	Great and Little Leighs Parish Council	
Battisford Parish Council	Great Horkesley Parish Council	
Battisford Parish Council	Great Tey Parish Council	Offton and Willisham Parish Council
Billericay Town Council	Great Waltham Parish Council	Palgrave Parish Council
Black Notley Parish Council	Hadleigh Town Council	Raydon Parish Council
Boxted Parish Council	Health and Safety Executive (HSE)	Ringshall Parish Council
Braintree District Council	Hempnall Parish Council	Roxwell Parish Council
Brentwood Borough Council	Hintlesham and Chattisham Parish Council	Roydon Parish Council
British Pipeline Agency Ltd	Historic England	Suffolk and North-East Essex (SNEE) Integrated Care System (ICS) (health)
Broomfield Parish Council	Holton St Mary Parish Council	South Norfolk Council
Bunwell Parish Council	Ingatestone and Fryerning Parish Council	Stoke by Nayland Parish Council
Burstall Parish Council	Ipswich Borough Council	Stowupland Parish Council
Burston and Shimpling Parish Council	Kersey Parish Council	Stratford St Mary Parish Council
Canal and Rivers Trust	Little Bromley Parish Council	Suffolk County Council
Chappel Parish Council	Little Horkesley Parish Council	Suffolk Preservation Society
Chignal Parish Council	Little Waltham Parish Council	Suffolk Wildlife Trust
Civil Aviation Authority	Maldon District Council	Tacolneston Parish Council
Coggeshall Parish Council	Margaretting Parish Council	Tendring District Council
Colchester City Council	Marks Tey Parish Council	Tendring Parish Council
Community Alliance for a Rural Environment Suffolk	Mid and South Essex Integrated Care Boards (ICBs)	The Coal Authority

Stakeholder	Stakeholder	Stakeholder
Cotton Parish Council	Mid Suffolk and Babergh District Councils	Thurrock Council
Country Land and Business Association (CLA)	Member of Parliament (MP) for Chelmsford	UK Health Security Agency
CPRE Essex	Mulbarton Parish Council	Wenham Parva Parish Council
CPRE Norfolk	National Farmers' Union (NFU)	West Bergholt Parish Council
Dedham Vale Area of Outstanding Natural Beauty (AONB) and Stour Valley Partnership	National Highways	Westhorpe Parish Council Clerk
East Suffolk Council	National Trust	Woodland Trust
EDF Renewables	Natural England	

Non-Section Specific Feedback

Table 4.2- Summary of general consultee comments and National Grid's response

Ref no.	Summary of matters raised	National Grid's response
Agricultural Land		
4.2.1	Concern that the Project will take away valuable agricultural land / disrupt farming operations.	National Grid is and will continue to work with all landowners, including farmers, who may be affected by the proposals to understand the impacts on their operations and to work with them as the Project is developed. We will seek to work with the farming community to limit disruption where practicable. This includes providing prior warning of works which may result in the need to move livestock. Compensation claims for disturbance are considered on a case-by-case basis if negative impact on farming operations can be proven. Particular agricultural matters can also be addressed through voluntary land agreements.
4.2.2	Suggest that pylons are positioned at 40 m from a field boundary (so that modern farming machinery can get around the pylon).	Feedback to the 2023 non-statutory consultation has varied in terms of suggestions of appropriate standoff distances from field boundaries. Where practicable, National Grid have sought to implement individual landowner requests, rather than adopting a set distance, within the constraints that guide routeing and siting including environmental features. We are and will continue to work with all landowners, including farmers, who may be affected to understand the impacts on their operations and to work with them as the Project is developed. We will seek to work with the farming community to limit disruption where practicable.
4.2.3	Trenches in agricultural fields should be to a minimum depth of 1500 mm to allow for land cultivations such as ploughing.	Underground cabling across the Project route will comply with the relevant guidance and standards. As a minimum, underground cable ducts are typically backfilled with cement bound sand providing 75 mm protective cover over the top of the ducts and then a further 900 mm of retained backfill soil is returned over that, therefore totalling 975 mm cover to the top of the underground cable ducts. As part of the consultation process, where underground cables cross private land this may be discussed with the landowners and a depth mutually agreed whilst considering the landowner's use.
Community / Social Impact		
4.2.4	Concern about disruption generally (no details given).	National Grid is completing the Environmental Impact Assessment (EIA) for the Project. The results of this assessment will be provided in the Environmental Statement (ES) that will accompany the Development Consent Order (DCO) application. The ES will identify and assess the likely significant effects on the environment resulting from the construction of the Project and will recommend appropriate mitigation measures (in consultation with relevant stakeholders) to reduce potential effects. Should consent be granted in 2026, it is anticipated that access and construction of the Project would commence in 2027, starting with enabling workings including site clearance activities, the installation of construction compounds and access roads. It is expected the main construction works will continue through to 2031. While the phasing of the construction programme is yet to be confirmed, it will be programmed and sequenced to reduce disruption to the local surroundings and the environment, residents, businesses and roads users as far as practicable. Further information will be presented in the ES.

Ref no.	Summary of matters raised	National Grid's response
		An Outline Code of Construction Practice (CoCP) and an Outline Construction Traffic Management Plan (CTMP) will be prepared and submitted with the DCO application. These documents will provide commitments to reduce construction impacts together with a framework for detailed management plans to be prepared at detailed design stage in order to reduce and mitigate potential impacts and / or disruptions that may arise during the construction phase.
4.2.5	Concern about the impact of the Project on children / families / residents / communities.	National Grid recognises people may have concerns about the potential impacts of living close to an overhead line, and that the uncertainty whilst the proposals are developed may cause anxiety. We have sought to reduce potential effects on communities, residents - including children - through routeing and design. We have also sought to reduce concern or uncertainty about the proposals through making timely design decisions and engaging with people and stakeholders throughout the development of the Project. The Project team will continue to engage with people potentially affected during the development of the Project, through regular communication including letters, phone calls and meetings. This will enable concerns to be raised and discussed at an early opportunity and provide a regular point of contact to respond to queries and concerns. We urge anyone with concerns to get in touch through the Norwich to Tilbury Freephone number, address or email throughout the development of the Project: • **Call our Community Helpline:** 0800 915 2497 (Lines are open Monday to Friday 9am-5:30pm) • **Email us:** contact@n-t.nationalgrid.com • **Write to us**: FREEPOST N TO T (No stamp or further address details are required) National Grid wants to leave a lasting positive impact where we build our projects, to help those areas and communities thrive and to support a sustainable future. Our Responsible Business Charter sets out our commitments and ensures that responsibility is woven through everything we do. It focusses on five key areas where we believe we can really make a difference: the environment, our communities, our people, the economy, and our governance. In addition, the Government recently ran a consultation seeking views on how community benefits should be delivered for communities that host onshore electricity transmission infrastructure. We will continue to work with the Government and regulator as they define the details of these schemes emerging from the consultation and, once published, will work to understand what this means for our projects.
4.2.6	Concern about the impact of the Project on leisure.	National Grid has a duty under the Electricity Act 1989 to have regard to the desirability of (amongst other things) preserving natural beauty, and to do what it reasonably can to mitigate the associated effects of new infrastructure. Through routeing and siting we have sought to avoid, as far as practicable, locations important for leisure and tourism. We will continue to consider these locations as we develop our proposals and seek to reduce effects, by implementing measures such as the use of underground cables in the areas of highest amenity value (Dedham Vale Area of Outstanding Natural Beauty (AONB)), and appropriately control construction related traffic movements during the construction phase to minimise disruption to local road users. Where impacts on leisure and tourism are identified, these will be presented within a Socio-economics, Recreation and Tourism assessment which is being written up and will form part of the Environmental Impact Assessment (EIA).

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		As part of this assessment, a range of measures are being considered throughout the construction phase of the Project to minimise disruption on leisure and tourism. These include traffic management, signage and routeing measures. These will be identified within the Environmental Statement (ES), the Outline Code of Construction Practice (CoCP) and the Outline Construction Traffic Management Plan (CTMP).
4.2.7	Concern about the over development of the area (e.g., cumulative impact).	With regards to multiple developments impacting specific areas and / or receptors, planning applications for each development would be considered on their own merit by the relevant determining authorities. Any such application would be considered in accordance with planning policy and considerations, such as scale, suitability, and need. Where there is certainty of a development (such as a new residential development, an offshore wind farm and its associated onshore equipment etc.) being constructed, and there is adequate information in the public domain to understand the impacts of that development on the receiving environment, these will be considered within the cumulative effects assessment of the Project. The cumulative effects assessment will follow the Planning Inspectorate's Advice Note 17 'Cumulative Effects Assessment' and will be presented in the Environmental Statement (ES). National Grid will continue to engage with other developers who are proposing development in proximity of the Project to understand their requirements.
4.2.8	Concern about the Project being in too close proximity to recently built housing developments / land being considered for potential future development.	National Grid has obtained information on development proposals within the planning system. In some cases development proposals can be amended to be designed around our proposed infrastructure but in other cases our proposals may need to be amended at a corridor level or proposed developments factored into our detailed route design. Based on known information, and in light of changes made following consideration of feedback to the 2023 non-statutory consultation, we consider our proposals are consistent with relevant policy and guidelines and the alignment designed such that they do not prevent proposed housing developments. UK law does not prescribe minimum distances between overhead lines and homes, but any implications on landscape and visual receptors, residential amenity or from concerns about electromagnetic fields are robustly assessed as part of the Environmental Impact Assessment (EIA) and balanced as part of the decision making process. We will continue to review planning applications and engage with developers to back check and update our proposals as necessary.
4.2.9	Criticism of National Grid taking an offshore approach elsewhere in the UK, but not in East Anglia (i.e. The north-east coast, from Peterhead, Aberdeenshire to the coast/estuary near Drax, north Yorkshire, as well as the proposed Sea Link offshore between Suffolk and Kent).	Offshore and onshore projects together help resolve the task of moving power around the country economically and efficiently. In some cases offshore solutions are the most viable and economic. The power flows that the Norwich to Tilbury Project is needed to facilitate is very high – 6 GW. Offshore cables can only take a third (2 GW) of the power of an overhead line so, in this case three offshore projects would be required. At each end of a subsea cable, a 'converter station' would be required. These are very large and cost several hundred million pounds each. We estimate that the offshore equivalent for this Project would cost about four times as much. Our calculations are set out in the published Strategic Options Backcheck and Review document (SOBR).

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4.2.10	Criticism that the Project only benefits those living elsewhere (e.g. London).	There is a need to reinforce the existing high voltage electricity network in the East Anglia region. It does not currently have the capability needed to reliably, and securely transport the electricity that will be generated and connected to the electricity transmission network by 2030, while working to the required standards. The Project would benefit the UK as a whole, including local communities, by enabling the connection of new sources of renewable energy and by contributing to our energy security in the future, helping the country to achieve the Government's Net Zero target and ensuring that the national grid meets future power demands.
4.2.11	Request that benefits are contributed to communities that are impacted by the Project (including secondary mitigation and compensatory offsetting).	National Grid knows that our responsibility as a business goes beyond safely building new energy infrastructure to enable a cleaner, fairer, and affordable future. We want to leave a lasting positive impact where we build our projects, to help those areas and communities thrive and to support a sustainable future. Our Responsible Business Charter sets out our commitments and ensures that responsibility is woven through everything we do. It focusses on five key areas where we believe we can really make a difference: the environment, our communities, our people, the economy, and our governance. We are working with stakeholders and communities to understand what is important to them and will endeavour to deliver initiatives in the region to support those priorities. There are four key areas where we believe we can bring benefit to those who are hosting the infrastructure that supports the green energy transition: • Natural Environment – we will build partnerships with environmental groups and non-governmental organisations (NGOs) where we can support initiatives that enhance the landscape, biodiversity, and availability of green space within the areas we are constructing our projects; • Net Zero – we will help to support the region in achieving its own net zero priorities; • Skills and Employment – we are extending our 'Grid for Good' programme, and building other partnerships, to deliver training and skills development in the region, to encourage the next generation of green energy workers; and • Community Grant Programme – when projects are in construction, through our Community Grant Programme, charities and not-for-profit organisations can apply for a grant towards community-based initiatives that deliver social, economic, and environmental benefits. In addition, the Government recently ran a consultation seeking views on how community benefits should be delivered for communities that host onshore electricity transmission infrastructure. We will continue to work with the Government and regulator as they define the details of these schemes emerging from the consultation and once published, will work to understand what this means for our projects. Environmental mitigation will be a component of the Project proposals and will be considered by the Planning Inspectorate as part of the overall consideration of the application for development consent. Existing statutory compensation legislation will apply to this Project where that is applicable.
4.2.12	Suggest that education and training for young people is provided as part of the Project (e.g. so that they are trained to maintain the Project /	National Grid knows that our responsibility as a business goes beyond safely building new energy infrastructure to enable a cleaner, fairer, and affordable future. We want to leave a lasting positive impact where we build our projects, to help those areas and communities thrive and to support a sustainable future. Our Responsible Business Charter sets out our commitments and ensures that responsibility is woven through every we do. It focusses on five key

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	apprenticeships), including engagement with schools and colleges (e.g. careers talks, virtual tours, skills masterclasses, work mentors, apprenticeships).	areas where we believe we can really make a difference: the environment, our communities, our people, the economy, and our governance. With regards to skills and employment, we are extending our 'Grid for Good' programme, now in its second year, and building other partnerships, to deliver training and skills development in the region, to encourage the next generation of green energy workers.
4.2.13	Suggest that local labour / contractors are used for the Project.	National Grid sources suppliers through competitive tender to ensure the right requirements are met. National Grid promotes the use of local supply chain and small and medium enterprises (SMEs) through the main construction contractors they employ. We also work with schools and local authorities to encourage the next generation of engineers and help the unemployed to develop new skills.
4.2.14	Suggest that National Grid work with residents and parish councils in any instance in which a Cable Sealing End (CSE) compound is located near to residential properties.	National Grid invited parish councils to briefing webinars and has held public consultation events and webinars to present information on the Cable Sealing End (CSE) compound locations and to discuss concerns with local residents and parish councils. We will continue to engage with parish councils and take their feedback into account where practicable as the Project develops.
Construction Impacts		
4.2.15	Concern about access arrangements for construction of the Project, any temporary construction compounds or site offices and preparatory work such as archaeological or ground investigations (e.g., visibility / vehicle swept paths), and suggest relevant speed surveys may be required (e.g. to understand visibility requirements or potential temporary speed limit changes to reduce impacts on hedgerows). With this, request details of the connection of the access tracks (e.g. to show that they are safe to use, with the need for an adequate length of access road that is of a	Access design work cannot be developed until we have greater confidence in the preferred routeing and siting of the Project's permanent assets. This work has now started to be developed based on the 2024 preferred draft alignment, following the 2023 non-statutory consultation feedback. Such information will therefore be made available during the 2024 statutory consultation.

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	suitable width to allow two vehicles to pass safely and that this is not obstructed by gates preventing vehicles leaving the public highway), and suggest that access roads will need to be designed to prevent trafficking of mud and debris or the flow of water onto the public highway.	
4.2.16	Concern about disruption from construction.	National Grid is undertaking an Environmental Impact Assessment (EIA) for the Project. The results of this assessment will be provided in the Environmental Statement (ES) that will accompany the Development Consent Order (DCO) application. The ES will identify and assess the likely significant effects on the environment resulting from the construction of the Project and will recommend appropriate mitigation measures (in consultation with relevant stakeholders) to reduce potential effects. Should consent be granted in 2026, it is anticipated that access and construction of the Project would commence in 2027, starting with enabling workings including site clearance activities, the installation of construction compounds and access roads. It is expected the main construction works will continue through to 2031. While the phasing of the construction programme is yet to be confirmed, it will be programmed and sequenced to reduce disruption to the local surroundings and the environment, residents, businesses and roads users as far as practicable. Further information will be presented in the ES. An Outline Code of Construction Practice (CoCP) and an Outline Construction Traffic Management Plan (CTMP) will be prepared and submitted with the DCO application. These documents will provide commitments to reduce construction impacts together with a framework for detailed management plans to be prepared at detailed design stage in order to reduce and mitigate potential impacts and / or disruptions that may arise during the construction phase.
4.2.17	Concern about the impact on traffic levels in the local area caused by construction works (e.g. construction traffic travelling along local roads, road closures, etc).	National Grid will work closely with the relevant authorities and their highways teams to understand and gain information on the local road network. This information will be used to inform and guide the drafting of the Outline Construction Traffic Management Plan (CTMP) for the Project. The Outline CTMP will define the local road network to be used for construction traffic movements, highlight any restrictions to such movement and if required control working patterns and timings to ensure impacts to other road users from construction traffic related to the Project is minimised as far as practicable.
4.2.18	Concern about the impact on traffic levels where the Project crosses the Strategic Road Network (SRN).	National Grid, as part of the iterative design process, will undertake an assessment of the existing road network to gain an understanding of the local road network which the Project will need to utilise during both the construction and operation phases. As part of this assessment, we will work closely with the relevant highway authorities to understand and gain information on the local road network and connections to the Strategic Road Network. This information will be used to inform and guide the drafting of the Outline Construction Traffic Management Plan (CTMP) for the Project. The Outline CTMP will define the local road network to be used for construction traffic

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		movements, highlight any restrictions to such movement and if required control working patterns and timings to ensure impacts to other road users from construction traffic related to the Project is minimised as far as practicable. Where temporary haul roads are required, for example to access the location of a substation, these will be carried out in consultation with the landowners and the local highway authority, to reduce potential impacts to local road users. A Transport Assessment (TA) will be prepared as part of the Environmental Statement (ES) and submitted with the Development Consent Order (DCO) application. This document will provide an assessment of the traffic impacts associated with the increase in traffic as a result of the Project along the local road network and its connection to the Strategic Road Network (SRN).
4.2.19	Concern about noise and other disturbances resulting from construction (e.g., mud on roads, dust).	National Grid is undertaking an Environmental Impact Assessment (EIA) for the Project. The results of this assessment, which covers noise and other potential effects such as air quality, will be provided in the Environmental Statement (ES) that will accompany the Development Consent Order (DCO) application. The ES will identify and assess the likely significant effects on the environment resulting from the construction of the Project and will recommend appropriate mitigation measures (in consultation with relevant stakeholders) to reduce potential effects. We will be writing up our noise and vibration assessment that will form part of the EIA. Noise levels and the effect on residential properties as well as other sensitive areas, such as hospitals and schools are carefully considered during Project development, assessed according to the appropriate UK standards, and mitigated where necessary. We set strict technical standards for the equipment we install on our network. These standards include requirements to ensure the occurrence of audible noise is eliminated or minimised as far as practicable. Therefore, with appropriate mitigation, significant adverse effects from noise are not expected. As part of the DCO application, an Outline Code of Construction Practice (CoCP) and Outline Construction Traffic Management Plan (CTMP) will be submitted which will outline the good practice and standard control measures to reduce and mitigate potential impacts and / or disruptions that may arise during the construction phase. Many of the control measures will be based on the results from a Dust Risk Assessment (undertaken in accordance with Institute of Air Quality Management (IAQM) guidance) and will likely include wheel washing of vehicles and the correct and tidy management of works areas to reduce, as far as practicable, dust and mud entering the local road network in the form of 'track-out'.
4.2.20	Concern about the road safety impact of the Project (e.g. due to additional traffic generated), particularly on the following junctions: - B1078, Coddenham; - All Saints Road, Creeting St Mary; - A1120, Earl Stonham; and - Stoke Road (White Horse) Crossroads, Stoke Ash.	A Transport Assessment (TA) will be prepared as part of the Environmental Statement (ES) following discussions with the relevant highway authority. This document will provide a detailed assessment of the traffic related impacts (including road safety) associated with the increase in traffic as a result of the Project along the local road network and its connection to the Strategic Road Network (SRN).

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4.2.21	Concern that local road infrastructure is not suitable for heavy construction vehicles and machinery.	Construction access, egress and associated traffic routes are being considered and discussed with the appropriate local and national highways authorities. The detailed proposals will be consulted on during the 2024 statutory consultation.
4.2.22	Concern that the Project passes close to the Site of Special Scientific Interest (SSSI) on the River Ter at Gt Leighs, so great care will be needed in this area during construction.	The presence of nationally designated sites, including the River Ter Site of Special Scientific Interest (SSSI), is an important ecological constraint. An impact assessment is being undertaken through the form of the Environmental Impact Assessment (EIA) and any necessary mitigation will be detailed. An Outline Code of Construction Practice (CoCP) will be prepared, which will include measures agreed with relevant environmental stakeholders, and submitted as part of the application for development consent. This will outline environmental mitigation measures to be implemented during the construction phase of the Project. The Outline CoCP will include precautionary working methods for working near to ecological designated sites. This Outline CoCP will be further developed by the Main Works Contractor prior to construction and adhered to throughout the construction phase.
4.2.23	Concern that the Project passes in fairly close proximity to the public water supply intake at Stratford St Mary, so great care will be needed in this area during construction.	Where proposed underground cable sections interact with groundwater Source Protection Zone (SPZ) 1 and 2, a preliminary groundwater appraisal, including engagement with relevant water authorities/operators and the Environment Agency, will be undertaken to identify whether further targeted hydrogeological risk assessment is required.
4.2.24	Concern that the Project will place increased demand on construction resources at a time when these are in short supply, and request that National Grid cooperate with relevant partners to reduce this risk.	The construction of the Project will be highly technical and will require specialised contractors with the required expertise and experience, sourced via a competitive tender. This process will also be applied to the supply of materials by our specialist contractors. However, National Grid promotes the use of local supply chain and small and medium enterprises (SMEs) through the main construction contractors they employ. We work with schools and local authorities to encourage the next generation of engineers and help the unemployed to develop new skills.
4.2.25	Request for engagement with Councils on the development of construction management plans, travel plans, protection of highway rights and recovery costs as well as controls, monitoring and enforcement measures for HGV movements.	National Grid will continue to engage with the relevant local authorities and highways authorities in the development of the Outline Construction Traffic Management Plan (CTMP).
4.2.26	Request to work with National Grid's and other stakeholders	The construction of the Project will be highly technical and will require specialised contractors with the required expertise and experience, sourced via a competitive tender. This process will also be applied to the supply of

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	to find high-quality suppliers to the main contractors, as well as stimulating readiness and competitiveness within the supply chain for other nationally significant and major infrastructure projects.	materials by our specialist contractors. However, National Grid promotes the use of local supply chain and small and medium enterprises (SMEs) through the main construction contractors they employ. We work with schools and local authorities to encourage the next generation of engineers and help the unemployed to develop new skills.
4.2.27	Suggest screening and mitigation measures for construction impacts.	National Grid will implement standard mitigation measures to reduce construction impacts and these will be outlined in the Outline Construction Traffic Management Plan (CTMP) and Outline Code of Construction Practice (CoCP).
4.2.28	Suggest that (regarding AIL movements), whilst the substation at Bramford is connected to the M25 by a Department for Transport (DfT) preferred heavy load route (HR82), the road-based approach is no longer valid and *that 'water borne or trail transport is preferred over road transport at all stages of the project, where cost effective'.* With this, advise that structures on the A12 south of Ipswich are no longer cleared for special order movements. Additionally, suggest that cables should fall under the preference for water borne transport and should be delivered to nearest feasible port (given that they fall in the Special Types General Order (STGO) category).	At this stage all intended access / egress routes including deliveries, especially Abnormal Indivisible Loads (AILs) will be discussed in detail and agreed in principle with the National and Local Highways authorities. This will all be documented in National Grid's Traffic Management Plans and be available for formal review and comment during the 2024 statutory consultation.
4.2.29	Suggest that consideration is given to the carbon footprint of the Project during construction	National Grid has set challenging targets to reduce the carbon emissions of our organisation, including a specific commitment to deliver carbon neutral construction by 2025/26. Key to the delivery of this commitment is to measure the carbon footprint of our projects through concept, detailed design and into delivery and construction using a range of best practice carbon tools and data sets.

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	(e.g., construction methods, materials, transport).	Prior to construction, and as part our procurement process, carbon management and carbon reduction forms a key award criteria for all projects. At tender stage, we require all contractors to calculate a detailed carbon footprint of the Project using our Carbon Interface Tool (CIT), this provides a Capital Carbon baseline in Tonnes of Carbon Dioxide equivalent* (CO_2e) from which the contractors are then incentivised (via Key Performance Indicators) and quarterly reviews to reduce the Carbon Footprint of the Project during construction. Contractors are contractually required to provide carbon data on a quarterly basis to demonstrate performance against carbon reduction commitments agreed at contract award. We also have a range of Net Zero working groups within National Grid Electricity Transmission that explore low carbon innovations and approaches. These groups bring together our contactors and our supply chain to help to reduce the carbon footprint of the materials and resources required to deliver our projects. These groups are: Low-carbon concrete, Low-carbon steel and aluminium, Net Zero construction and Low Carbon cables. These working groups all report progress to an overarching Net Zero forum. The carbon calculations derived from the CIT are used to inform progress against our overall strategic commitments to reducing carbon emissions across its portfolio of projects and meeting its Net Zero targets for construction projects. *CO_2e / Carbon Dioxide equivalent: is the number of metric tons of CO_2 emissions with the same global warming potential as one metric ton of another greenhouse gas.
4.2.30	Suggest that National Grid consider the cumulative and aggregate impact on transport of the Project with the Bramford to Twinstead proposals and other Nationally Significant Infrastructure Projects (NSIPs) (particularly with regard to Public Rights of Way (PRoW) around Bramford and the impact on the amenity value).	Potential cumulative effects on the Strategic Road Network (SRN) and local highway network from this Project and other committed highway schemes and developments are being assessed in the Environmental Statement (ES) and taken into account of when generating the predicted future baseline vehicle flows. National Grid will also engage with developers of infrastructure projects and other National Grid project teams in the area to understand their development plans and to identify complementary design principles and parameters where available and if practicable.
4.2.31	Suggest that there is a workers transport plan made with appropriate monitoring and controls, and encourage workers to use measures to reduce commuting trips to site through car shares, park and ride sites or pick up buses, and request for information on the peak number of workforce	Standard mitigation measures, comprising management activities and techniques, will be implemented during the construction of the Project through adherence to good site practices and achieving legal compliance. Control measures specific to traffic and transport will be included in the Outline Construction Traffic Management Plan (CTMP), Outline Code of Construction Practice (CoCP) and the Public Rights of Way (PRoW) Strategy and submitted to support the application for development consent. These documents will be developed in consultation with relevant stakeholders (including local highway authorities).

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	and vehicle movements, the average workforce numbers and vehicle movements, the profile of workforce numbers and vehicle movements for the construction activities, heavy goods vehicle (HGV) and light goods vehicle (LGV) movements. With this, suggest that National Grid should provide details of proposed measures to improve access by public transport, walking and cycling, to reduce the need for parking associated with the proposal and to mitigate transport impacts.	
4.2.32	Suggest that works in agricultural fields are constrained to the period between April and August due to the presence of heavy clay soils.	National Grid anticipates gaining consent for the Project towards the end of 2026 and for construction works to commence in early 2027, with the target date for energisation being 2030. This allows for a construction period of three years. There will need to be reinstatement works following the energization to remove the temporary works required to undertake the main construction work and the timescale for that is not yet known but it can be expected to be no less than an additional year at this stage. Due to the scale of the works it will not be possible to limit construction works to the summer months.
4.2.33	Trees in fields should be avoided and protected during construction.	National Grid, through the routeing and siting exercise, has sought to reduce the impact on landscape character and visual amenity, including minimizing direct impacts on trees where practicable. We will continue to consider both landscape character (including valued landscape features such as trees) and visual amenity as we develop our proposals and seek to reduce effects where practicable. Measures/environmental commitments are being identified that would reduce potential impacts from the Project on the environment during construction. These will be presented in the Outline Code of Construction Practice (CoCP) report that will be submitted as part of the application for development consent. An Outline Landscape and Ecological Management Plan (LEMP) will also be submitted as part of the Development Consent Order (DCO) application. These will take into consideration appropriate measures, following industry guidance, to protect trees that are to be retained during construction. The Arboricultural Impact Assessment Report will include tree mitigation measures following the guidance in BS5837:2012.
4.2.34	When crossing hedgerows use should be made of existing gaps and otherwise	The development of the underground cable alignment has to consider a wide variety of factors which may be contradictory in the route they guide towards. Given the width of the swathe occupied by underground cables (in the order of 65 m) it can be difficult to route through hedgerow gaps. In practice it would also be difficult to maintain short

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	where not possible work should be constrained to just the cable burying width.	sections of hedgerow between cable trench excavations. Removal is nonetheless limited to the minimum required, assessed as part of the Environmental Impact Assessment (EIA) with appropriate mitigation and restoration plans developed.
Consultation		
4.2.35	Criticism of consultation maps (e.g. interactive map / maps in consultation materials / listed buildings incorrectly marked / lack of mapping data being checked / Gilderswood Lane is spelt incorrectly on map / interactive map omits the Area of Outstanding Natural Beauty (AONB) / scheduled monuments are shown in the key but are not actually visible on the maps (Section C map 5 of 5, and Section F map 1 for example)).	National Grid notes the concerns about the mapping. This information was based on desk-based reviews and freely accessible sources. As the Project's design continues to progress, detailed environmental baseline data is being collected to enable the undertaking of the Environmental Impact Assessment (EIA). This includes but not be limited to, a range of seasonal surveys on flora and fauna, intrusive and non-intrusive archaeological surveys and landscape and visual walkovers to define viewpoint locations and further appreciate the local topography and existing planting arrangements. An interactive map was and continues to be available on the Project website so that people can look at our proposals in more detail. Large scale maps were available at all the events and copies were posted to members of the public who requested them during and following events. We will review how we can present materials at the 2024 statutory consultation, including maps – and the detail shown in areas such as Dedham Vale Area of Outstanding Natural Beauty (AONB), and balance this with the scale of the Project.
4.2.36	Criticism of impact surveys undertaken (e.g. conducted at inappropriate times).	A full suite of ecological surveys is currently underway across the Project. A detailed survey scoping exercise has been undertaken to determine the most appropriate survey type, methods and location based on a range of factors including existing records, habitat suitability and likely impacts. Survey scope has been discussed and agreed with the relevant stakeholders to ensure a robust baseline assessment. National Grid welcome receipt of any additional local information.
4.2.37	Criticism that venues for public consultation events did not have appropriate facilities (e.g. toilets, (free) car parking, refreshments).	National Grid tried to make sure the consultation was accessible for local communities which meant balancing a number of factors. This included ensuring appropriate facilities were available, the venue was accessible and there was space available for parking. We also aimed to hold events at a range of times to allow people to attend. Where there were mitigating factors, we also provided four webinar events and opportunities to engage with the Project team via phone, email and freepost. However, we note the comments and will bear this in mind as we look to identify venues for the 2024 statutory consultation.
4.2.38	Comment supportive of consultation materials (e.g., easy to understand).	National Grid notes the respondent's feedback.

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4.2.39	Comment supportive of consultation team (e.g., well informed).	National Grid note the respondent's feedback.
4.2.40	Comment supportive of engagement that has taken place / feel listened to.	National Grid notes the respondent's feedback.
4.2.41	Comment supportive of the Project (generally).	National Grid notes the respondent's feedback.
4.2.42	Comment supportive of the Project's aims (e.g., investment in offshore / nuclear / low carbon energy).	National Grid note the respondent's feedback.
4.2.43	Comment supportive of use of underground cables (generally).	National Grid note the respondent's feedback but also note the need to develop its proposals in line with relevant policy and to be economic and efficient. As such the adopted starting position is to utilise overhead lines with underground cable technology adopted for specific sensitive areas as set out in National Policy (NPS) Statement EN-5.
4.2.44	Concern about the assessment of transport impact (including suggestion that Design Manual for Roads and Bridges (DMRB) LA112 should not be used), and request that information should be provided on the expected programme for construction, including length of construction activities (e.g., making clear which impacts of the development are based on the length of construction activities and their 'temporary' nature and including preparatory work such as utility diversions). With this, suggest that National Grid should consult the Highways Agency and Highways	National Grid will be writing up the Traffic and Transport Assessment which will form part of the Environmental Impact Assessment (EIA) for the Project. The results of this assessment will be provided in the Environmental Statement (ES) that will accompany the application for development consent. The ES will identify and assess the likely significant effects on traffic levels during the construction of the Project and will recommend appropriate mitigation measures to reduce potential effects. The scope of the EIA is included in the Scoping Report which was submitted to the Planning Inspectorate in November 2022. We will continue to engage with a range of stakeholders (including relevant highway authorities and National Highways) throughout the development of the Project design and environmental assessment work. The ES will also provide details on the construction phase of the Project. Should consent be granted in 2026, it is anticipated that access and construction of the Project would commence in 2027, starting with enabling workings including site clearance activities, the installation of construction compounds, haul roads, and access roads. It is expected the main construction works will continue through to 2031. While the phasing of the construction programme is yet to be confirmed, the phasing will be programmed and sequenced to reduce disruption to the local surroundings and the environment, residents, businesses and roads users as far as practicable.

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	Authorities as appropriate on the assessment and mitigation of transport impact.	
4.2.45	Concern that consideration has been given to connecting the Project to the hydrogen hub at Harwich/Felixstowe.	The Project has been developed to meet the urgent need to reinforce the National Transmission System due to new generation sources connecting to various substations such as at Necton and Norwich. The most economic and efficient approach is the connection being developed from Norwich to Bramford and on to the East Anglia Connection Node (EACN) substation and then Tilbury. The identified need case does not include a requirement to connect to the Hydrogen Hub. It is notable that consideration of the EACN substation siting included potential customer landfalls in the Felixstowe area were considered in the Corridor and Preliminary Routeing and Siting Study (CPRSS) published as part of the 2022 non-statutory consultation but these were considered to have greater environmental effects and were less preferred.
4.2.46	Concern that the consultation is unfair to residents, as farmers have land agents that are able to negotiate on their behalf whereas residents do not (e.g. concern that *'whoever shouts the loudest will be heard the most'*).	The public consultation is intended to provide an opportunity for everyone, including local residents, to comment on our proposals and to provide feedback. All responses received have been read and considered by the Project team. Information from the feedback has been considered as we have developed 2024 preferred draft alignment and information is available on how feedback has influenced the Project is available as part of our consultation within this report
4.2.47	Concern that the current or emerging planning policy framework for transmission projects, National Policy Statement (NPS) for Electricity Networks EN-5, cannot support widespread undergrounding (suggests instead using the new draft policy).	National Grid works within the prevailing policy context. At the time of the 2023 non-statutory consultation this was the 2011 National Policy Statement (NPS) EN-5 albeit with a draft update also published. These have now been superseded by formal publication of the 2023 NPS EN-5 which came into force in January 2024.We have reviewed and updated our proposals in light of the 2023 NPS EN-5 with details of the Project to be set out in the 2024 statutory consultation.
4.2.48	Consultation advertising was not adequate / more consultation advertising needed.	The consultation was advertised widely - in local newspapers and on social media. TV, radio and in local newspapers. Before the start of the 2023 non-statutory consultation, we prepared a Consultation Strategy to set out how we were planning to consult on the Project. National Grid shared this document in draft with the potentially affected Local Authorities who provided us with comments based on their knowledge and experience of consultation in the area. We incorporated these comments where practicable and information on this is available in this report. The Consultation Strategy is available as Appendix A to this report. Before any future consultation, we will update the Consultation Strategy and engage with Local Authorities for their views on how we should conduct the consultation. We note the comment and will keep this under review at the next stage of the Project.

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4.2.49	Criticism consultation events were held at short notice.	National Grid provided a week's notice before the first event of the 2023 non-statutory consultation was held. To advertise the event, we wrote to all residential properties and businesses within the Primary Consultation Zone (PCZ) making them aware of the event schedule and how to take part. We also provided a range of events during the period, including a series of webinars. Footfall at the events was also high, with more than 1,800 people attending. We also agreed our approach before launching consultation with local authorities through the preparation of a Consultation Strategy. This document sets out how we were planning to consult on the Project. We shared this in draft with the potentially affected Local Authorities who provided us with comments based on their knowledge and experience of consultation in the area. We incorporated these comments where practicable and information on this is available in this report. The Consultation Strategy is available as Appendix A to this report. Before any future consultation, we will update the Consultation Strategy and engage with Local Authorities for their views on how we should conduct the consultation. We note the comment and will keep this under review at the next stage of the Project.
4.2.50	Criticism consultation events were poorly signposted (i.e. hard to find).	Before the start of the 2023 non-statutory consultation, National Grid prepared a Consultation Strategy. This document sets out how we were planning to consult on the Project. We shared this in draft with the potentially affected Local Authorities who provided us with comments based on their knowledge and experience of consultation in the area. We incorporated these comments where practicable and information on this is available in this report. The Consultation Strategy is available as Appendix A to this report. Before any future consultation, we will update the Consultation Strategy and engage with Local Authorities for their views on how we should conduct the consultation. We note the comment and will consider how we can signpost events at the next consultation.
4.2.51	Criticism of accessibility to venue for public consultation events (e.g. lack of disabled access).	National Grid tried to make sure the consultation was accessible for local communities and held 12 public consultation events along the route of the preferred draft alignment, including at least one in each local authority area. We had to balance a number of factors when booking the consultation venues, including availability and selecting larger venues along the route to ensure everyone who wanted to attend could be accommodated. We also held a series of online webinars which provided further opportunities for people to find out the same information and ask questions. We note the comment and will keep this under review when identifying venues for the next public consultation.
4.2.52	Criticism of consultation events (e.g. too busy / disordered).	Before the 2023 non-statutory consultation commenced, National Grid prepared a Consultation Strategy. This document sets out how we were planning to consult on the Project. We shared this in draft with the potentially affected Local Authorities who provided us with comments based on their knowledge and experience of consultation in the area. We incorporated these comments where practicable and information on this is available in this report. The Consultation Strategy is available as Appendix A to this report. Before any future public consultation, we will update the Consultation Strategy and engage with Local Authorities for their views on how we should conduct the consultation. National Grid held 12 public consultation events along the preferred draft alignment, including at least one in each local authority area. From experience we find an informal approach best works for people who attend consultation events. It allows them to take their time in viewing the information available and when they are ready, to spend some time talking to a member of the Project team. We recognise that some of the events were very well attended,

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		although our team worked to ensure that the capacity of venues was not exceeded at any time. We also held four online webinars to provide information to those who felt more comfortable with online meetings. We note the comment and will bear this in mind in developing our 2024 statutory consultation and planning events.
4.2.53	Criticism of consultation materials (generally).	Before the start of the 2023 non-statutory consultation, we prepared a Consultation Strategy. This document sets out how we were planning to consult on the Project, including the materials to be presented. We aim to make consultation as accessible as possible and offer a range of materials to enable this, including an overarching introduction to the Project and the consultation (the 2023 Project Background Document), an interactive map and more technical information. We also offer ways to contact the Project team should someone need more information, or information in a different format. We will continue to assess how best to present information in an accessible way and format, but always recommend people contact the team directly via our hotline or email address if they have questions or concerns.
4.2.54	Criticism of consultation process.	Before the start of the 2023 non-statutory consultation, National Grid prepared a Consultation Strategy. This document sets out how we were planning to consult on the Project. We shared this in draft with the potentially affected Local Authorities who provided us with comments (see Appendix B of this report) based on their knowledge and experience of consultation in the area. We amended the Strategy based on feedback where practicable. The Public Consultation Strategy is available as Appendix A to this report and the consultation was undertaken in accordance with this. Feedback has been reviewed by the Project team and responses are published in this Feedback Report. Where feedback has influenced the design of the Project this has also been included. Before any further stage of consultation, we will update the Consultation Strategy and engage with Local Authorities for their views on how we should conduct the consultation.
4.2.55	Criticism of consultation questionnaire (e.g. questions are misleading / form is cumbersome).	The feedback form provided as part of the consultation is only a guide to enable the consultees to provide feedback on our proposals. The feedback form included a number of open and closed questions. Free text boxes enabled people to provide any other feedback they wanted. Respondents were free to answer any questions they felt most relevant. National Grid have found in the past, that people find a feedback form useful in structuring their responses and that the form has been helpful. However, feedback can be provided in any way that the consultee wishes, either by using the feedback form template, by letter, email, or telephone. All feedback received from the 2023 non-statutory consultation has been read by the Project team and all feedback will continue to be considered as the Project develops. All feedback has been recorded and responded to in this report or in the Project documents supporting the 2024 statutory consultation.
4.2.56	Criticism of consultation team.	The National Grid Project Team has been and continues to be available to engage with both the public and stakeholders about the Project. The members of the Project team have developed the proposals and work on the Project every day and therefore are well placed to answer questions that may arise. We encourage anyone with any concerns or questions to contact us directly. through the Norwich to Tilbury Freephone number, address or email throughout the development of the Project: • **Call our Community Helpline:** 0800 915 2497 (Lines are open Monday to Friday 9am-5:30pm) • **Email us:** contact@n-t.nationalgrid.com

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		• **Write to us:** FREEPOST N TO T (No stamp or further address details are required)
4.2.57	Criticism of consultation timing (e.g. not enough time to consider the proposals / clash with the Lawford/Tendring show).	Before the start of the 2023 non-statutory consultation, National Grid prepared a Consultation Strategy. This document sets out how we were planning to consult on the Project. We shared this in draft with the potentially affected local authorities who provided us with comments based on their knowledge and experience of consultation in the area. We amended the Strategy based on feedback where practicable and information on this is available in this report together with information on how we complied with the strategy. The Consultation Strategy is available as Appendix A to this report. Before any future consultation, we will update the Consultation Strategy and engage with local authorities for their views on how we should conduct the consultation. When booking the consultation venues, we tried to ensure we had at least one venue in each local area. There was limited availability for venues and the 8 July was the only availability we were able to work with for the Lawford venue in the consultation event period. Although the Tendring show was scheduled to be held on the same day, this was an opportunity for people in the local area who were attending the show to visit the consultation event and provide feedback. A public consultation event was also held on Thursday 13 July at Langham, less than 10 miles away. A total of 12 public consultation events along the proposed route and four webinars were held during the consultation period of eight weeks. Recordings of the webinars were available on the Project website for people to view at any time. The Project team were available and continue to answer questions through the Norwich to Tilbury Freephone number, address or email throughout the development of the Project: • **Call our Community Helpline:** 0800 915 2497 (Lines are open Monday to Friday 9am-5:30pm) • **Email us:** contact@n-t.nationalgrid.com • **Write to us:** FREEPOST N TO T (No stamp or further address details are required)
4.2.58	Criticism of consultation webinars.	Before the start of the 2023 non-statutory consultation, National Grid prepared a Consultation Strategy. This document sets out how we were planning to consult on the Project. We shared this in draft with the potentially affected Local Authorities who provided us with comments (see Appendix B of this report) based on their knowledge and experience of consultation in the area. We amended the Strategy based on feedback where practicable. The Public Consultation Strategy is available in this report as Appendix A and the consultation was undertaken in accordance with this. During the consultation we held four public webinars. These provided an opportunity for people to see the same information that was presented in public consultation events and to ask questions to the Project team. Before any further stage of consultation, we will update the Consultation Strategy and engage with Local Authorities for their views on how we should conduct the consultation.
4.2.59	Criticism of getting to the consultation venue (e.g., due to traffic, such as due to the Suffolk show on the same	National Grid tried to find venues as close to the Project as practicable to ensure that we reduced the distance people had to travel to the consultation events. We note the comment and will bear this in mind as we look to identify venues for any future consultation. Larger venues with better facilities may involve a greater travelling distance.

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	date / lack of transport options / lack of signage to venue).	
4.2.60	Criticism of imagery / photography used for consultation materials.	The 2023 non-statutory consultation materials, including the newsletter and Project Background Document, showed a mix of photographs including images of infrastructure such as pylons. At the public events a range of materials were available including photographs of infrastructure both in construction and operation. National Grid note the comment and continue to bear this in mind as we develop materials for the 2024 statutory consultation.
4.2.61	Criticism of name Great Grid Upgrade / Norwich to Tilbury.	National Grid has changed the name of the Project to Norwich to Tilbury to make it clear it's part of The Great Grid Upgrade. All projects that are part of the Great Grid Upgrade will include specific locations in their names to make it easier for people to understand what and where we are proposing to build new infrastructure.
4.2.62	Criticism of National Grid.	All comments and feedback are welcomed and noted. We are progressing with our proposals in line with our duties and all relevant polices. We will continue to review and consider feedback and make changes where appropriate.
4.2.63	Criticism of previous 2022 non-statutory consultation (including criticism that National Grid has not considered feedback from previous consultation).	Following the 2022 consultation National Grid read, considered and responded to all the feedback received. Our responses are contained within the 2022 Non-Statutory Feedback Report that was published as part of the material made available at the beginning of the 2023 non-statutory consultation. At the same time we also published the 2023 Design Development Report that explained how the Project had been refined and where changes had been made. The feedback received following the 2023 non-statutory consultation has also been considered and has informed how the Project has been further developed. How feedback has influenced the changes which have been made is set out in this report and in the 2024 Design Development Report.
4.2.64	Criticism of the Government / local Government.	This comment is noted. This is not a matter for National Grid.
4.2.65	Criticism of the Strategic Options Backcheck and Review (SOBR) (e.g., too difficult to understand / present no detailed environment assessments).	The Strategic Options Backcheck and Review (SOBR) is a technical assessment based largely on power system engineering. National Grid have sought to make this accessible and understandable to non-technical readers. There are high-level environmental assessments of the options in the SOBR. We believe this is sufficient within the consideration of the strategic options, to allow comparisons to be made across the options and to allow preliminary decisions to be made.
4.2.66	Criticism of using financial compensation to go ahead with the Project.	National Grid is aware that the Government recently ran a consultation seeking views on how community benefits should be delivered for communities that host onshore electricity transmission infrastructure. We will continue to work with the Government and regulator as they define the details of these schemes emerging from the consultation and once published, will work to understand what this means for our projects. There are statutory instruments for compensation where that may apply.

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4.2.67	Criticism that backchecking has not included offshore options.	The Strategic Options Backcheck and Review (SOBR), published in support of the 2023 non-statutory consultation, included consideration of predominantly offshore options connecting Norwich to Tilbury. Offshore grid type options were previously considered by the Electricity System Operator, however these have not been taken forward by Government for the connections being made into Norwich and Necton, for which reinforcement is required to be available from 2030.
4.2.68	Criticism that consultation events were only held during the daytime (e.g., those that work during day could not attend) / suggest some consultation events are held in the evenings / criticism that there was only one consultation event held at the weekend.	National Grid held 12 public consultation events and four public consultation webinars over a variety of days. Times and days for the events were dependent on availability of venues and eight of the 12 public consultation events were open until 7pm in the evening and one was held on a Saturday. One webinar was also held on a Saturday. The comment is noted and will be considered when we are planning the event programme for the 2024 statutory consultation.
4.2.69	Criticism that consultation letter was not received.	The Project newsletter was sent to all approximately 50,000 addresses along the preferred corridor within an area of approximately 1 km either side. We also sent copies to Parish Councils within the consultation zone and made them available at information points across a wider area and at the public consultation events and online. In addition to raise awareness of the consultation, we published a series of newspaper advertisements setting out information.
4.2.70	Criticism that consultation was during peak harvest season.	All comments and feedback are welcomed and noted, and National Grid will continue to bear this in mind when developing plans for the 2024 statutory consultation.
4.2.71	Criticism that consultation was during summer holiday period.	Before the start of the 2023 non-statutory consultation, National Grid discussed its approach with officers from the local authorities and prepared a Consultation Strategy. This document sets out how we were planning to consult on the Project and was published on the Project website. The majority of the public consultation events were held before the start of the state schools' holidays and the consultation was open for eight weeks to enable local communities enough opportunity and time to comment on the development of the overall proposals.
4.2.72	Criticism that consultation was not accessible to those without Information Technology (IT) access / with limited literacy skills.	Before the start of the 2023 non-statutory consultation, National Grid discussed its approach with officers from the local authorities and prepared a Consultation Strategy. This document sets out how we were planning to consult on the Project and was published on the Project website. To help ensure the consultation was accessible, we wrote to approximately 50,000 properties with details of our proposals and held 12 face-to-face events and four webinars. We also made a freephone and freepost service available for people to contact us with any queries. This provided an alternative option for those who may have difficulty accessing other engagement channels or were less comfortable with online technology. The Project team is

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		happy to discuss any special requirements for marginalised groups for consultation and implement these where practicable. The Consultation Strategy is available as Appendix A to this report.
4.2.73	Criticism that consultation won't make a difference (e.g., feedback won't be listened to).	Feedback does make a difference. Many of the changes presented at the 2023 non-statutory consultation were as a direct result of the information and feedback we received at the 2022 non-statutory consultation. National Grid has continued to have regard to all feedback received. During the consultation, we asked for feedback on the preferred draft alignment, including pylon positions, the locations of underground cables, Cable Sealing End (CSE) compounds, the East Anglia Connection Node (EACN) substation and the changes that were made to the route since the last consultation. We also wanted to know about any concerns or questions about the proposals, or if there were any local factors that should be considered. The feedback received through this consultation has informed how the proposals have been developed. How feedback has influenced the changes which have been made is set out in this report and in the 2024 Design Development Report.
4.2.74	Criticism that Gunning Principles have not been considered.	This Project comprises a proposed overhead line connection over 2 km in length and therefore it is currently expected to be classified as a Nationally Significant Infrastructure Project (NSIP). Therefore, the Project would require consent under the Planning Act 2008. The Planning Inspectorate publish guidance and advice on developing an NSIP for developers to follow. National Grid considers that we have developed our proposals and carried out consultation in accordance with the Gunning Principles. The Gunning Principles set out four principles for consultation as follows: Consultation must be at a point when proposals are still at a formative stage. A final decision has not yet been made, or predetermined, by the decision makers. The Project is still in the early stages. This was our second non-statutory consultation and there will be a statutory consultation in 2024. At this point no final decisions have been made. Both the 2022 and the 2023 non-statutory consultations have led us to make changes to our proposals as a result of consultation feedback. There is sufficient information to give 'intelligent consideration'. The information provided must relate to the consultation and must be available, accessible, and easily interpretable for consultees to provide an informed response. We have published a considerable amount of information to support both non-statutory consultations. This information was available online and in paper copy at our public events during consultation and remains available on the Project website. The information published at the 2023 non-statutory consultation included the Design Development Report (DDR), the Strategic Backcheck Options and Review report (SOBR) and the Project Background Document (PBD), all available on our website. There is adequate time for consideration and response. There must be sufficient opportunity for consultees to participate in the consultation. The consultation ran for a period of eight weeks, and this gave sufficient time for people to review the information provided, attend a face-to-face event, webinar, or contact the Project team with any questions to enable them to

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		provide an informed response. We follow advice and guidance provided in relation to consultation for a project of this nature and are confident we go over and above any statutory requirements to engage fully with all stakeholders. Consideration must be given to the consultation responses before a decision is made. Decision makers should be able to provide evidence that they took consultation responses into account. In response to the consultation, we received over 4,000 responses. Responses were received from members of the public, elected members, local authorities and technical stakeholders. All responses received have been read and considered by the Project team. Information from the feedback has been considered and changes have been made as we have developed the 2024 preferred draft alignment and information is available on how feedback has influenced the Project within this report.
4.2.75	Criticism that Holford Rules have not been considered.	National Grid disagrees that the Holford Rules have not been considered as these are referenced within the policy framework which is relevant to the Project. We would note that application of the Holford Rules typically involves balancing alternative solutions which can present conflicting Holford compliance and may from some perspectives appear to suggest an aspect has not been considered. The Design Development Report (DDR), published as part of the 2023 non-statutory consultation sets out how the Holford Rules informed decision making and the further DDR to be published as part of our 2024 statutory consultation does the same for changes to the 2023 preferred draft alignment. We use the Environmental Impact Assessment (EIA) process to inform the balance and define our proposals that we take forward, and which are also informed by feedback.
4.2.76	Criticism that Horlock Rules have not been considered.	National Grid disagrees that the Horlock Rules have not been considered as these are referenced within the policy framework which is relevant to the Project. We would note that application of the Horlock Rules typically involves balancing alternative solutions which can present conflicting compliance and may from some perspectives appear to suggest an aspect has not been considered. The Design Development Report (DDR), published as part of the 2023 non-statutory consultation sets out how the Horlock Rules informed decision making and the further DDR to be published as part of our 2024 statutory consultation does the same for changes to the 2023 preferred draft alignment and siting of Cable Sealing End (CSE) compounds and substation infrastructure. We use the Environmental Impact Assessment (EIA) process to inform the balance and define our proposals that we take forward, and which are also informed by feedback.
4.2.77	Criticism that impacted landowners / stakeholders have not been directly engaged with.	All landowners / stakeholders that are directly impacted by the Project have been contacted and asked to engage with the Project's lands team. During the 2023 non-statutory consultation all landowners affected by the 2023 preferred draft alignment were offered a 1-2-1 meeting and, in the lead up to and during the 2024 statutory consultation all affected landowners will again be offered a 1-2-1 meeting to discuss our proposals and engage regarding possible impacts on their land. If a landowner feels that they have not been engaged with, please get in contact with the lands team. Norwich-Tilbury@fishergerman.co.uk or by calling us on Freephone 0808 175 3314. Alternatively, you can write to Norwich to Tilbury Land Team, Fisher German, The Atrium, Risby Business Park, Newmarket Road, Risby, Bury St Edmunds, IP28 6RD.

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4.2.78	Criticism that it was difficult to find the consultation / feedback form / information on the Project (e.g., website hard to navigate) / suggest that consultation questionnaire opens on first weblink.	National Grid will continue to look at how we can optimise the user experience and make the website easy to navigate. Wherever possible we look to signpost how to submit feedback and find information. Where people have issues, we encourage them to contact us directly via our hotline number, email, Freepost or at one of our events.
4.2.79	Criticism that National Grid did not address the Legal opinion by Charles Banner KC that found that the consultation was deficient.	The feedback provided by Essex Suffolk Norfolk Pylons group, which included a legal opinion from Charles Banner, has been considered and our responses can be found in Chapter 4 of this report.
4.2.80	Criticism that National Grid have mislead respondents / Criticism that consultation is biased towards what National Grid want (e.g. pylons / overhead lines) - please also capture specific feedback (i.e. feedback on website / questionnaire).	National Grid disagrees that consultation or its content has been misleading and we believe we have been clear about the Project, the rationale behind it and how we have developed the design. This information is set out within materials presented at both the 2022 and the 2023 non-statutory consultation. Feedback arising from both consultations has also been carefully considered and responded to within this report and the predecessor feedback report published at the start of the 2023 non-statutory consultation. National Grid is not biased towards any particular technology solution but operates within clear policy and funding guidance. How these have been factored in can be found within the consultation materials published in 2022, 2023 and at the 2024 statutory consultation. In terms of capturing specific feedback, we have captured all comments and feedback received at the 2023 consultation irrespective of how an individual submits it. Comments via the website questionnaire are treated in the same way as an email, letter or hard copy feedback form.
4.2.81	Criticism that National Grid have under-presented the visual impact of the Project with the suggestion that the visual impact will be reduced by trees, as these are deciduous trees and will only minimise visual impact during summer months.	National Grid, through the routeing and siting exercise, has sought to reduce the impact on landscape character and visual amenity. We will continue to consider both landscape character and visual amenity as we develop our proposals and seek to reduce effects where practicable. The Holford rules are guidelines used by National Grid for the routeing of new high voltage overhead transmission lines. These guidelines recognise that tree and hill backgrounds are preferable to sky backgrounds wherever possible when routeing overhead lines (Rule Four) and moderately open valley with woods are preferred where the apparent height of pylons will be reduced, and views of the line will be broken by trees (Rule Five). We acknowledge that it is not possible to fully mitigate the visual impact of the overhead line element of the Project. Areas of well treed landscape will help break up views of the infrastructure, albeit it is recognised that there will be seasonal variation in terms of the level of filtering and screening that tree cover provides. Projects of this nature are required to assess the potential environmental impacts of the proposals, and report on those, and set out proposed mitigation, in an Environmental Statement (ES) in accordance with the relevant Environmental Impact Assessment (EIA) Regulations. The EIA starts early in the process and, in that respect, a considerable amount of assessment work has been undertaken to allow preliminary judgements to be made about

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		the design and routeing of the Project. This has been set out in various publications (The Corridor and Preliminary Routeing and Siting Study (CPRSS), published as part of the 2022 non-statutory consultation, the Design Development Report, 2022 Non-Statutory Consultation Feedback Report and Strategic Options Backcheck and Review, published as part of the 2023 non-statutory consultation) with feedback helping shape the preliminary proposals. Further detailed assessment work has been undertaken since the 2023 non-statutory consultation and is published in the Preliminary Environmental Information Report (PEIR) to accompany the statutory consultation stage of the Project. We will be writing up our Landscape and Visual Impact Assessment (LVIA) that will, in addition to other topic specific assessments form part of the EIA for the Project. This will include a write-up of an assessment on both landscape character and visual amenity. Where likely significant effects are anticipated the LVIA will consider and identify areas where it may be necessary and appropriate to put forward potential mitigation as part of an iterative design and assessment process.
4.2.82	Criticism that National Grid Electricity Transmission (NGET) does not intend to wait for the implementation and proposals from the Offshore Co-ordination Support Scheme (OCSS).	The Offshore Coordinated Support Scheme (OCSS) will provide grant funding to projects to explore potential coordination options for offshore transmission infrastructure, while at the same time, progressing existing connection proposals. National Grid is aware that the two windfarms which would connect into the new East Anglia Connection Node (EACN) substation have applied. If they are successful in securing funding, they will need to undertake further technical work to assess if coordination is feasible. In the meantime, we need to continue with our work to ensure we can meet programme and Government targets. We regularly review and backcheck proposals and will continue to do so following the outcomes of the OCSS.
4.2.83	Criticism that private loss suffered to landowners has not been considered.	Private loss will be taken into consideration and National Grid welcomes landowners to engage on what the potential loss is. Where a loss cannot be avoided or mitigated, compensation will be provided in line with the compensation code/legislation.
4.2.84	Criticism that responses to emails are slow (i.e., three weeks).	Throughout the 2023 non-statutory consultation we aimed to respond to queries as quickly as possible, but there were occasions where more technical questions that required input from the wider team which took longer than usual. National Grid will continue to bear the comment in mind and how we can speed up response times ahead of the 2024 statutory consultation.
4.2.85	Criticism that the backcheck only justifies the decision already made (to move power via overhead lines).	National Grid has not made any final decisions. The work to date has given rise to preliminary decisions and we remain open-minded to any changes to the design and assessment.
4.2.86	Criticism that the Corridor and Preliminary Routeing and Siting Study (CPRSS) does	The Strategic Options Backcheck and Review (SOBR) published as part of the 2023 non-statutory consultation built on the Corridor and Preliminary Routeing and Siting Study (CPRSS) and considered the Holistic Network Design

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	not account for the forthcoming Holistic Network Design (HND) or the revised Network Options Assessment (NOA).	(HND). National Grid will continue to review its proposals in the light of new publications, policy change and evidence from surveys or feedback.
4.2.87	Criticism that the Corridor and Preliminary Routeing and Siting Study (CPRSS) is difficult to follow and does not provide adequate evidence.	National Grid recognizes the complexity of the Project and sought to structure the Corridor and Preliminary Routeing and Siting Study (CPRSS) into discrete sections and considers that evidence was provided that was proportionate to the strategic stage of the Project at that time. Subsequent material has built on this work and included backchecks of previous work. Further opportunities to ask questions are afforded by the 2024 statutory consultation with various forms of engagement available.
4.2.88	Criticism that the current National Policy Statements (NPS) (EN-1 to EN-5) are not fit for purpose.	The respondent's view is noted however National Grid must work within the confines of the relevant policy which is the current National Policy Statement (NPS) EN-5. It is noted that Government has published updated NPS in November 2023 which came into force in January 2024 which create a new policy context for the Project to be considered against. National Grid is confident that the Project aligns with the 2023 NPS EN 1-5.
4.2.89	Criticism that the information provided on route option selection does not specifically consider transport (e.g. ease of access for construction vehicles and workers / Public Rights of Way (PRoWs) were also not considered as highways).	Access design work cannot be developed until we have greater confidence in the preferred routeing and siting of the Project's permanent assets. This work has now started to be developed based on the 2024 preferred draft alignment, following the 2023 non-statutory consultation feedback. Such information will therefore be made available during the 2024 statutory consultation.
4.2.90	Criticism that the Strategic Options Backcheck and Review (SOBR) does not appear to have seriously considered the offshore option, concentrating solely on a backcheck and view of the original onshore option.	Subsea options have been considered for this Project. These are described in the 2023 Strategic Options Backcheck and Review (SOBR) and the updated 2024 SOBR which has been published to support the 2024 statutory consultation.
4.2.91	Criticism that there was not enough information available for the consultation.	The 2023 non-statutory consultation was held at an early stage of the Project development and information on the work done to date was included in the Project consultation documents including the Design Development Report (DDR), Strategic Options and Backcheck Review (SOBR) and supporting information including an interactive map showing the 2023 preferred draft alignment. National Grid also published our response to comments and feedback provided during the 2022 non-statutory consultation within the 2022 Non-Statutory Feedback Report.

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		The level of detail of the information presented at this stage of the Project was proportionate to the Project's current status and enabled people to have their say at an early stage. The feedback received has been read and has been and will continue to be considered in how we develop our proposals further. There will be a statutory consultation in 2024 where we will share more detailed information on our proposals as they continue to develop, including how feedback has shaped the Project.
4.2.92	Criticism that this consultation is being rushed given that that the outcome of the Government-sponsored Offshore Coordination Review is expected to be published at the end of July.	The Electricity Systems Operator (ESO) announced that it would launch a 'Study' to assess objectively the options for Norwich to Tilbury and other proposed network reinforcements across East Anglia following the outcome of the Offshore Coordination Support Scheme (OCSS) awards. The Study will take a fresh look at the drivers for the network reinforcements in East Anglia, alongside the various considerations that need to be taken into account. These include the requirement for us to develop proposals which represent value for money to consumers, while being in line with current planning policy, environmental legislation and our licence obligations. Continuing to progress the Project in parallel to the Study is both necessary to meet the ambitious programme deadlines which enables new generation to be connected by the end of this decade, that is in line with the Government's ambition to connect 50 GW of offshore wind by 2030. If the recommendations from the ESO Study should indicate alternative infrastructure options, we will review and engage with the impacted communities appropriately. However, to delay development of the proposed option in the meantime would prematurely jeopardise the optimum 2030 delivery date, regardless of the outcome of the Study.
4.2.93	Criticism that those who participated in the online consultation events were unable to ask questions due to the online format.	All comments and feedback are welcomed and noted and National Grid will continue to bear this in mind when developing plans for the 2024 statutory consultation. Webinar attendees could ask questions, but via the chat function in order to facilitate the sessions as smoothly as possible. In addition to the online consultation events, National Grid also held 12 public consultation events where people were able to ask questions directly to the Project team. Alternatively, we provided a telephone helpline and email where questions could also be posed.
4.2.94	Criticism of the Project Background Document / Design Development Report (DDR).	All comments and feedback are welcomed and noted, and National Grid will bear this in mind when developing documents for the 2024 statutory consultation.
4.2.95	Query relating to previous 2022 non-statutory consultation (e.g., Why have you not responded to the legal opinion of Charles Banner KC in response to the 2022 consultation? / Why have I not	National Grid has read and considered all the feedback we received as part of both non-statutory consultations held in 2022 and 2023. How we had regard to those comments in 2022 is contained within the 2022 Non-Statutory Consultation Feedback Report and the 2023 Design Development Report (DDR) – available on the Project website, and how we have had regard to feedback received at the 2023 non-statutory consultation is contained within this report. We have not specifically responded to the report in question, but points raised have been considered and responded to within the 2022 Non-Statutory Consultation Feedback Report.

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	received copy of the consultation feedback report as requested? / To what extent has National Grid has listened to responses from the initial consultation in 2022)?	While all reports were available online from the start of the consultation, there may have been some occasions where requests for paper copies were delayed. These requests should have now been rectified and we apologise for any delay. The feedback collected from the 2022 non-statutory consultation informed the development of the 2023 preferred draft alignment presented at the 2023 non-statutory consultation, the detail of which is outlined within the 2023 DDR.
4.2.96	Request for further consultation with Lead Local Flood Authorities (LLFAs) for the areas where the Project will have direct or indirect effect on drainage channels, or ordinary water courses (as required for Section 23 consent).	National Grid will continue to engage with a range of stakeholders including Lead Local Flood Authorities (LLFAs) throughout the development of the Project design and environmental assessment work.
4.2.97	Request further information relating to how much the Project will reduce household bills.	National Grid does not produce or sell electricity and does not set household bills. It is not something this Project has assessed specifically, however Government have made various statements about offshore wind being more affordable, for instance in the '*Offshore Wind Net Zero Investment Roadmap'. That states "Access to cheap, abundant and reliable energy provides the foundation for a thriving economy with our homes and businesses relying on it to deliver our future prosperity'.*
4.2.98	Request that no further consultation should be undertaken until after the Electricity System Operator (ESO) review has been carried out.	The Electricity Systems Operator (ESO) announced that it would launch a 'Study' to assess objectively the options for Norwich to Tilbury and other proposed network reinforcements across East Anglia following the outcome of the Offshore Coordination Support Scheme (OCSS) awards. The Study will take a fresh look at the drivers for the network reinforcements in East Anglia, alongside the various considerations that need to be taken into account. These include the requirement for us to develop proposals which represent value for money to consumers, while being in line with current planning policy, environmental legislation and our licence obligations. Continuing to progress the Project in parallel to the Study is both necessary and important to meet the ambitious programme deadlines which enables new generation to be connected by the end of this decade, that is in line with the Government's ambition to connect 50 GW of offshore wind by 2030. If the recommendations from the ESO Study should indicate alternative infrastructure options, we will review and engage with the impacted communities appropriately. However, to delay development of the proposed option in the meantime would prematurely jeopardise the optimum 2030 delivery date, regardless of the outcome of the Study.
4.2.99	Request to see the feedback from the consultation / National Grid should be	All feedback has been reviewed by the Project team and responses are published in this Feedback Report. Where feedback has influenced the design of the Project, this information is summarised in Chapter 4 of this report. Feedback on the way the consultation was run will also be considered for future consultations.

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	transparent with the feedback received on the Project / Request for feedback to be made public.	
4.2.100	Suggest a Minerals Resource Assessment (MRA), Mineral Infrastructure Impact Assessment (MIIA), Waste Infrastructure Impact Assessment (WIIA), and construction environmental management plan (CEMP) are submitted for the Project (as required for planning application).	National Grid will be submitting a number of documents to accompany its application for development consent to the Planning Inspectorate. These documents will be in line with the relevant regulations of The Infrastructure Planning (Applications: Prescribed Forms and Procedures) Regulations 2009 and will include a Minerals Resource Assessment (MRA) and Outline Code of Construction Practice (CoCP)/Construction Environment Management Plan (CEMP). Outline Site Waste Management Plan (SWMP) will also be prepared and form an appendix to the Outline CoCP.
4.2.101	Suggest additional consultation on the style of the pylons and the use of both style of pylons (e.g. to ensure the least intrusive structures, particularly in agricultural areas).	The 2024 preferred draft alignment reflects the use of standard lattice pylons. The use of other pylon designs is still under consideration, if an overhead line route is progressed. National Grid is and will continue to carry out further assessments on pylon design. Our assessments will include visual impacts and mitigation, environmental and ecological considerations, construction, and lifetime maintenance effects. Different designs in use in the UK include: • standard lattice; • lower height lattice; and • T-pylons. The findings from our assessments will be published in Appendix C of the Design Development Report as part of our 2024 statutory consultation. We will continue to consider the use of alternative pylon types should further feedback be received from the 2024 statutory consultation.
4.2.102	Suggest further consultation (generally).	There will be further consultation as the Project develops where National Grid will share more detailed information on our proposals as they continue to develop, including how feedback has shaped the Project. We will also share further information relating to environmental baseline information collected and the potential environmental impacts of our proposals and how these are proposed to be mitigated.
4.2.103	Suggest improved clear mapping.	National Grid notes the concerns about the mapping. An interactive map was and continues to be available on the Project website so that people can look at our proposals in more detail. Large scale maps were available online and at all the events and copies were posted to members of the public who requested them during and following events. We will review how we can present materials at the 2024 statutory consultation, including maps, and balance this with the scale of the Project.

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4.2.104	Suggest that a Distribution System Options Report should be produced for the Project (regarding rationalisation of existing overhead lines).	National Grid has ongoing discussions with the local Distribution Network Operator (DNO) about their requirements and our proposals. Network rationalisation is something that is considered, but not necessarily as part of the Project proposals for which National Grid is seeking consent. It is possible that the DNO, (in this case UK Power Networks (UKPN)) would propose some form of rationalisation, which may or may not be within the development stage of the Project. The Project will backcheck and review its proposals in light of any development in this area.
4.2.105	Suggest that a Green Infrastructure Strategy (GI) is provided for the Project.	Green Infrastructure Strategy (GI) is the term used to describe the network of natural and semi-natural spaces and corridors in a given area. These include open spaces such as parks and gardens, but also allotments, woodlands, fields, hedges, lakes, ponds, playing fields, coastal habitats, footpaths, cycle routes and water courses. Green Infrastructure provision is not limited to traditional green spaces such as parks and other open spaces but can involve various interventions to thread nature into streetscapes or provide corridors of connectivity between GI 'assets'. National Grid, as a consequence of its environmental impact assessment, maps habitats and other environmental features that together largely encompass the network described above. We continue to survey land across a broad range of topic areas, including biodiversity, cultural heritage, landscape and views, public rights of way for instance. Potential impacts on these are measured and reported in the environmental statement (ES) that is submitted as part of the planning application. GI is more commonly used by local authorities to assess risks and opportunities in its area rather than assessing the merits of proposed development per se.
4.2.106	Suggest that a landscape ecological management and maintenance plan and work schedule for a minimum of 10 years is produced and submitted as part of the Development Consent Order (DCO) application.	National Grid will be preparing an Outline Landscape and Ecological Management Plan (LEMP) which will be provided as part of the application for development consent. The Outline LEMP will provide details on how vegetation will be retained and protected during construction and details on reinstatement planting and aftercare.
4.2.107	Suggest that a more collaborative and comprehensive approach is taken to energy planning and delivery (e.g., collaborating with local authorities, developers, communities and consumers).	The Project is required to provide sufficient capacity to accommodate the growth in new energy generation from offshore wind, nuclear power and interconnection with other countries. Connection agreements are in place with multiple generators in that respect. The proposed infrastructure will provide capacity for these customers. Any energy providers planning to connect to the National Grid network apply for a connection which starts a process or collaboration between the energy provider and National Grid Electricity Transmission and the Electricity System Operator (ESO), to identify a coordinated plan of for connection. The process also considers the possible enablement works such as reinforcement or extension to the existing network. Therefore, energy providers have been coordinated within the development of proposed National Grid infrastructure. In developing such projects, National Grid consult widely with all relevant stakeholders including local authorities, other developers, communities and consumers.
4.2.108	Suggest that all parameters (e.g. the depths of underground cables) are	National Grid will comply with the relevant guidance and standards. As a minimum, underground cable ducts are typically backfilled with Cement Bound Sand providing 75 mm protective cover over the top of the ducts and then a further 900 mm of retained backfill soil is returned over that.

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	shared with the public in relation to possible impacts on health for those who are to be living in proximity to the Project.	
4.2.109	Suggest that an up-to-date assessment of landscape value for the length of the draft 2023 proposed route and graduated swathe is required.	National Grid, through the routeing and siting exercise, has sought to reduce the impact on landscape character and visual amenity. We will continue to consider both landscape character and visual amenity as we develop our proposals and seek to reduce effects where practicable. Projects of this nature are required to assess the potential environmental impacts of the proposals, and report on those, and set out proposed mitigation, in an Environmental Statement (ES) in accordance with the relevant Environmental Impact Assessment (EIA) Regulations. The EIA starts early in the process and, in that respect, a considerable amount of assessment work has been undertaken to allow preliminary judgements to be made about the design and routeing of the Project. This has been set out in various publications (The Corridor and Preliminary Routeing and Siting Study (CPRSS), published as part of the 2022 non-statutory consultation, the Design Development Report, 2022 Non-Statutory Consultation Feedback Report and Strategic Options Backcheck and Review, published as part of the 2023 non-statutory consultation) with feedback helping shape the preliminary proposals. Further detailed assessment work has been undertaken since the 2023 non-statutory consultation and is published in the Preliminary Environmental Information Report (PEIR) to accompany the statutory consultation stage of the Project. National Grid will be writing up its Landscape and Visual Impact Assessment (LVIA) that will, in addition to other topic specific assessments, form the latter part of the EIA for the Project. This will include a write-up of an assessment on both landscape character and visual amenity and will include consideration of the character of the existing landscape and value attributed to it. The LVIA will be undertaken in line with industry standard guidance as set out in the Guidelines for Landscape and Visual Impact Assessment, Third Edition, 2013 (GLVIA3). Where likely significant effects are anticipated the LVIA will consider and identify areas where it may be necessary and appropriate to put forward potential mitigation (in consultation with relevant stakeholders) as part of an iterative design and assessment process.
4.2.110	Suggest that changes to the Project are communicated to those newly / more widely affected.	National Grid will communicate any changes to the Project to those affected and will provide an overview of these changes within the 2024 Project Background Document, and there will be a further opportunity to provide feedback at our 2024 statutory consultation.
4.2.111	Suggest that feedback can also be provided through online, paper, email, letter and telephone options.	National Grid has set up a number of different channels for feedback to be provided, including online and paper feedback forms and via post and email. Feedback from all such approaches has been considered and included within this report. In special circumstances, feedback can also be provided over the telephone.
4.2.112	Suggest that feedback is listened to.	In response to the 2023 non-statutory consultation, National Grid received over 4,000 responses. Responses were received from members of the public, elected members, Local Authorities, and technical stakeholders. All responses

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		received have been read and considered by the Project team as we have developed our proposals. Information on how feedback has been considered in developing the Project, including identifying the changes that have been made and the reasons why we may not have made particular changes is available as part of our consultation within this report and other documents available on the Project website, including the Design Development Report (DDR).
4.2.113	Suggest that National Grid undertake and submit a Social Value Statement / Request for a social value self-assessment to be undertaken and a Social Value Statement to be submitted for the Project.	We are grateful for, and open-minded to, the suggestion to undertake a self-assessment and produce a Social Value Statement. If this is undertaken it will accompany the submission of the application for development consent, envisaged to be in 2025.
4.2.114	Suggest that the Preliminary Environmental Information Report (PEIR) incorporates provision for the East of England Ambulance Service (as essential social infrastructure) to be baselined and assessed, with potential mitigation parameters outlined.	National Grid will seek to engage with emergency service groups throughout the development of the Project design and environmental assessment work to understand potential effects to services and identify proposed mitigation, where practicable.
4.2.115	Suggest that the Project should follow the HM Treasury Green Book (e.g., legal requirements and methodology) / Criticism that HM Treasury Green Book has not been followed.	National Grid is confident that the process we follow to identify and then assess potential strategic options is robust and the most appropriate. This has been tried and tested through numerous previous projects, the formal examination process and ultimately decided by the relevant Secretary of State. The Treasury Green Book provides guidance on the interpretation by public servants of public spending, assets and resources for projects, policies and spend from the public purse. That is not relevant for National Grid Electricity Transmission (NGET). There is no requirement in the Planning Act 2008 for developers to have to submit a Treasury Green Book assessment as part of a Development Consent Order (DCO) application. NGET is an Office of Gas and Electricity Markets (Ofgem) regulated business, with obligations to consider customer, environmental and other considerations as outlined in the Electricity Act and in its licence commitments. Consideration of the costs of a project and the funding it should receive via the regulatory settlement is the subject of a separate regulatory process, and it is not appropriate for the Planning Inspectorate, Examining Authority or the Secretary of State in their remit under the Planning Act to seek to duplicate other regimes.
4.2.116	Suggests that a site-specific flood risk assessment (FRA) should be submitted for the	A Flood Risk Assessment (FRA) will be prepared for the Project to support and inform the Environmental Statement (ES).

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	Project (list of documents to be submitted provided by respondent), and request the following in relation to land drainage and flooding: - a full list of any crossing points over watercourses and whether these are temporary or permanent crossings; - that underground cables or pylons should not be laid through a watercourse without written Land Drainage Act consent; - that the Project uses single span bridges over culverts; - that underground cables are laid at least 1 m below an ordinary watercourse; and - any culverts will require Land Drainage Act consent.	There are numerous watercourses within the draft Order Limits which will be quantified following a design team walkover survey that would be undertaken to develop a watercourse crossing schedule. The method of crossing a watercourse will depend upon several factors and details of proposed watercourse crossings will be presented in the ES. Any works with the potential to affect the floodplain or flow regime of a main river would be subject to consent under the Environmental Permitting (England and Wales) Regulations 2017. Works with potential to impede land drainage or the flow regime of any ordinary watercourse would be subject to consent under the Land Drainage Act 1991. Alternatively, powers to undertake such works would be included within the Development Consent Order (DCO), following agreement of protective provisions with the Environment Agency and other land drainage authorities.
4.2.117	Suggests that face to face meetings with the landowners take place before pylon positions are fixed.	During the 2023 non-statutory consultation all landowners impacted by the 2023 preferred draft alignment were offered a face-to-face meeting to discuss how their land may be affected and to obtain feedback on pylon positions. Further face to face meetings will be offered for the 2024 statutory consultation.
4.2.118	Suggests that National Grid should work more closely with Local Planning Authorities (LPAs) to seek clarification on whether solar farms are not, actually, viewed as 'inappropriate development' within National Policy (given that The formal position of the Office of Gas and Electricity Markets (Ofgem) and National Grid on matters such as this is unknown, while to meet Net	National Grid transmits high-voltage electrical power from where it is generated to where it is needed. We do not generate power nor do we sell energy. In that respect we have no statutory remit to promote solar farms. As a promotor of major infrastructure, we engage with the planning process and liaise closely with Local Planning Authorities (LPAs) but do not set planning policy or legislation. We fully support renewable and low carbon generation but do not determine the appropriateness, in planning terms, of other developer's projects. We are keen however, to continue to coordinate with other developers where they are in proximity to our proposals.

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	Zero commitments, National Grid acknowledge that several new routes akin to *'Norwich to Tilbury'* are necessary as part of the Great Grid upgrade), and query if there is a way for National Grid to gain more oversight of the process of solar farms, or if National Grid could begin to promote the development of small numbers of much larger solar installations as Nationally Significant Infrastructure Projects (NSIPs), as part of its Great Grid Upgrade?	
Design Change		
4.2.119	Suggest that the Project (including substations) should be routed through existing brownfield or industrial sites.	Routeing and siting studies that have been undertaken for the Project have considered whether brownfield sites provided suitable opportunities. No sites were identified that met the requirements for the Project. This was reviewed after feedback was considered from the 2022 non-statutory consultation where alternative East Anglia Connection Node (EACN) substation locations were proposed and again after consideration of the feedback on the 2023 non-statutory consultation. Reasons for not preferring alternative brownfield locations have been set out within Design Development Reports (DDRs) published in subsequent consultations. We will continue to reflect on the detail of any feedback and update the Project as appropriate and necessary.
4.2.120	Oppose the use of underground cables.	National Grid has carefully considered the feedback received during the 2022 and 2023 non-statutory consultations, the alternatives available, and other factors including our duties and obligations. These duties include balancing the need to be economic and efficient, which includes keeping costs down in the interests of the bill-paying consumers, with a duty to have regard to preserving amenity, which includes the natural environment, cultural heritage, landscape and visual quality, National Policy Statement (NPS) EN-5 makes clear that '*the Government's position that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or Areas of Outstanding Natural Beauty)'*. The NPS also confirms that widespread and significant adverse landscape and/or visual impacts in other locations may also justify the use of undergrounding. We may also adopt underground cables in other circumstances such as to cross existing 400 kV overhead line infrastructure. Where the installation of underground cables is required in lieu of overhead lines, the design of the Project will incorporate suitable consideration of the existing environment, ecology and site ground conditions based on site

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		specific survey data. This would mean the Project will be built with any required design and construction mitigation in place and returned back to its natural condition afterwards.
4.2.121	Oppose the use of underground cables through residential areas (including 'Farm' and 'Barn' buildings and area residential land or parkland / paddock land associated with residential properties).	National Grid has carefully considered the presence of existing homes and buildings, environmental features and other constraints in developing its proposals. The proposed routeing and construction techniques have also been modified and designed in response to feedback in specific locations, such as indicated by the respondent, to reduce effects including restricting working areas or modifications to route. We will continue to make changes to the draft alignment and land requirements where practicable as we receive further feedback and as the Project develops.
4.2.122	Suggest that the Project should be offshore / suggest an offshore grid is used instead (including partial offshore option).	The Government has set a target that by 2050 the UK will have net zero carbon emissions. In order to achieve this, and hit the targets along the way, such as connecting 40 GW of offshore wind by 2030, new infrastructure will be needed to deliver the increased energy production. This will include new overhead lines, underground cables, Cable Sealing End (CSE) compounds (where underground cables meet overhead lines) and substations. Offshore solutions were considered as part of our strategic proposal to upgrade the network in East Anglia. The Corridor and Preliminary Routeing and Siting Study (CPRSS) examines several strategic options that were considered for the Project that might achieve the required reinforcement including offshore and subsea options. These options were not taken forward as they did not fully address technical or physical/geographical constraints or enable the network to operate to the required standards. A subsea connection would have a third of the capacity of the proposed overhead connection and therefore to transfer the anticipated levels of power generation, three subsea connections would be required including associated infrastructure such as convertor stations. This would make the connection significantly costlier to energy bill payers. In addition, an offshore option would still require development of onshore infrastructure. This would include onshore connections from Norwich, Bramford and Tilbury respectively to the coast. The onshore work is required to reinforce the existing onshore transmission network and ensure that National Grid can continue to operate the transmission network safely and securely with the increase of generation connecting into the East Anglia area. The System Operator, National Grid Electricity System Operator (ESO), leads an annual process looking at how the electricity transmission network might need to adapt to likely changes to where the electricity we all use will come from. That starts with stakeholder discussions and analysis about potential Future Energy Scenarios (FES) which are published each summer. The System Operator takes those different scenarios and looks at what that might mean for the transmission network over the next ten years, publishing an Electricity Ten Year Statement (ETYS) each November. The transmission network owners, including National Grid, respond to the issues outlined in the ETYS with suggestions as to how those can be addressed. Then in January each year, National Grid ESO publishes a document known as the Network Options Assessment (NOA), which outlines their recommendations as to which reinforcement projects should be taken forward during the coming year to meet the future network requirements. A need was identified to resolve electrical boundary issues in East Anglia. There are three onshore power boundaries where additional system flexibility is required to ensure that power generated in the area from offshore wind farms

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		and nuclear generation has more ways to flow into the wider transmission network during maintenance or faults on the system. In addition, two new offshore wind farms off the Suffolk/Essex coast are currently proposed to be connected to the transmission network to transport the low carbon energy they will produce to the homes and businesses where it will be used along with an interconnector from the European continent. The NOA 2021 identified need for an upgrade to the existing line in East Anglia in all FES and this was confirmed in NOA 2022.
4.2.123	Suggest local energy production / power generation instead.	National Grid has a statutory duty to respond to generation customers wanting to connect to the transmission network. The Project is currently proposed to fulfil connection offers for two offshore wind farms, North Falls and Five Estuaries and, more recently, from Tarchon Energy for an interconnector linking with Germany. Local generation will always remain an important part of power generation in this country, it is important however that all energy is moved around the country efficiently to where it's needed in homes and businesses.
4.2.124	Suggest that (additional) underground cables should be used in this section.	National Grid has carefully considered the feedback received during the 2022 and 2023 non-statutory consultations, the alternatives available, and other factors including our duties and obligations. These duties include balancing the need to be economic and efficient, which includes keeping costs down in the interests of the bill-paying consumers, with a duty to have regard to preserving amenity, which includes the natural environment, cultural heritage, landscape and visual quality. National Policy Statement (NPS) EN-5 makes clear that *'the Government's position that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or Areas of Outstanding Natural Beauty (AONB))'.* The NPS also confirms that widespread and significant adverse landscape and/or visual impacts in other locations may also justify the use of undergrounding. We may also adopt underground cables in other circumstances such as to cross existing 400 kV overhead line infrastructure. After consideration of feedback on the 2023 non-statutory consultation and informed by additional study, we are now proposing to increase the extent of underground cabling by approximately 1.5 km to a total of approximately 20 km of underground cable at areas that are identified as of highest landscape value for example within the Dedham Vale AONB and within the vicinity of the AONB near Great Horkesley. Elsewhere along the 2024 preferred draft alignment, with the exception of the alignment near Diss, the higher cost of underground cables to bill-paying consumers, and the environmental implications of installing and maintaining them, are not considered to be justifiable in the context of national policy or National Grid's statutory duties. At Diss there remains an option to use underground cable but this is subject to consideration of the findings of ongoing investigations. Nevertheless, an Environmental Impact Assessment (EIA) will assess the impact of the Project and will identify any need for additional mitigation.
4.2.125	Suggest that energy is generated (via wind power) near Essex in the sea instead (closer to where it is needed) / suggest that energy is generated (via nuclear power)	National Grid does not determine or implement policies that influence the form and location of energy developments. Those matters are for Government to take forward. Our role is to respond to the connection requirements for projects that are developed in line with Government Policy to integrate them into the National Transmission System in a timely, economic and efficient manner in line with relevant policies and our duties.

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	in London (e.g., on the Thames) instead.	
4.2.126	Suggest that Five Estuaries, North Falls and Tarchon Interconnector should be connected into Bradwell's disused transmission infrastructure instead.	In respect of connecting at the old Bradwell power station, there is an existing overhead line connection to the Bradwell B site. This has been operating at lower voltage (132 kV) and has not been used for a few years and is in generally poor condition. This overhead line would need to be rebuilt however this onward connection via Rayleigh to Tilbury is also constrained by urban development and further designations and some sections may need to be re-routed if connections were made at Bradwell. Additionally, any connection point also requires two points of connection to the National Electricity Transmission System (NETS) (to meet compliance standards) requiring either a double overhead line through the Bradwell Peninsula and onwards to separate locations or a connection back to Bramford (in addition to one towards Tilbury). A connection to Bramford would require connections to cross the Special Protection Area (SPA) designated Blackwater Estuary (3 km to 7 km tunnel likely to be required at much greater cost) as well as interact with other Special Area of Conservation (SAC) and SPA designations. The existing network through Norfolk, Suffolk and Essex would also still need to be upgraded to transport the electricity due to come onto the network in the Norwich area and provide the necessary two points of connection to the NETS. Taken together a Bradwell point of connection requires a greater amount of new infrastructure and is therefore less economic and efficient and expected to be associated with greater environmental effects.
4.2.127	Suggest that modern pylon technologies / alternative pylon designs are used instead (generally - not specified).	The 2024 preferred draft alignment reflects the use of standard lattice pylons. The use of other pylon designs is still under consideration, if an overhead line route is progressed. National Grid is and will continue to carry out further assessments on pylon design. Our assessments will include visual impacts and mitigation, environmental and ecological considerations, construction, and lifetime maintenance effects. Different designs in use in the UK include: • standard lattice; • lower height lattice; and • T-pylons. The findings from our assessments will be published in Appendix C of the Design Development Report as part of our 2024 statutory consultation. We will continue to consider the use of alternative pylon types should further feedback be received from the 2024 statutory consultation.
4.2.128	Suggest that overhead lines are visually enhanced within vicinity of aerodromes / airports /airfields.	National Grid have appointed an independent aviation consultancy to the Project which is leading on engagement with airfields and assessment of our design on aviation activities. The review of the design includes engagement with airfields to understand their activity and how the proposed overhead line may or may not impact that use. Appropriate measures will be considered as part of the ongoing design process including specific feedback from airfield operators.
4.2.129	Suggest that the Project should use lower height pylons.	The 2024 preferred draft alignment reflects the use of standard lattice pylons. The use of other pylon designs is still under consideration, if an overhead line route is progressed. National Grid is and will continue to carry out further assessments on pylon design. Our assessments will include visual impacts and mitigation, environmental and ecological considerations, construction, and lifetime maintenance effects.

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		Different designs in use in the UK include: • standard lattice; • lower height lattice; and • T-pylons. The findings from our assessments will be published in Appendix C of the Design Development Report as part of our 2024 statutory consultation. We will continue to consider the use of alternative pylon types should further feedback be received from the 2024 statutory consultation.
4.2.130	Suggest that the Project should use T-pylons.	The 2024 preferred draft alignment reflects the use of standard lattice pylons. The use of other pylon designs is still under consideration, if an overhead line route is progressed. National Grid is and will continue to carry out further assessments on pylon design. Our assessments will include visual impacts and mitigation, environmental and ecological considerations, construction, and lifetime maintenance effects. Different designs in use in the UK include: • standard lattice; • lower height lattice; and • T-pylons. The findings from our assessments will be published in Appendix C of the Design Development Report as part of our 2024 statutory consultation. We will continue to consider the use of alternative pylon types should further feedback be received from the 2024 statutory consultation.
4.2.131	Suggest that pylons are made to look like trees.	The 2024 preferred draft alignment reflects the use of standard lattice pylons. The use of other pylon designs is still under consideration, if an overhead line route is progressed. National Grid is and will continue to carry out further assessments on pylon design. Our assessments will include visual impacts and mitigation, environmental and ecological considerations, construction, and lifetime maintenance effects. Different designs of pylon in use in the UK do not include a design that looks like trees, the designs available include: • standard lattice; • lower height lattice; and • T-pylons. The findings from our assessments will be published in Appendix C of the Design Development Report as part of our 2024 statutory consultation. We will continue to consider the use of alternative pylon types should further feedback be received from the 2024 statutory consultation.
4.2.132	Suggest that pylons are painted to blend in with the countryside.	National Grid uses a standard industrial grey paint colour across the majority of its assets. It is a colour we have used for several years as it provides a sympathetic balance between pylons blending into landscapes and skylines when seen from differing views and natural lighting. The new T-pylon differs in colour from the lattice pylons given its bulkier appearance. If there are areas where there are specific requirements to mitigate visual impacts and it is considered that a different paint colour may reduce the

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		visual impact further, these will be looked at and reviewed on a case-by-case basis with the findings presented within the Environmental Statement (ES) for the Project.
4.2.133	Suggest that the existing overhead lines from Ipswich to Tilbury should be reinforced / upgraded instead.	The existing transmission network in the region is currently being upgraded to ensure the system is running at its most efficient performance. The existing assets networks are not able to be upgraded sufficiently to cope with the new future demands expected on the network. As a result, new lines and substations will be required to accommodate the changing demands on the network. The existing overhead lines cannot be further adapted safely and securely to enable them to carry more power or additional conductors (wires) added to take the amount of power being proposed in East Anglia.
4.2.134	Suggest that the existing overhead lines in this section are reinforced / upgraded instead.	The existing transmission network in the region was upgraded during 2022 and 2023 to ensure the system is running at its most efficient performance. The existing assets / networks are not able to be upgraded sufficiently to cope with the new future demands expected on the network. As a result, new lines and substations will be required to accommodate the changing demands on the network.
4.2.135	Suggest that the Project is routed away from populated / residential areas.	Deciding where and how to build new high voltage electricity lines is a complex issue and National Grid is mindful of the potential effects this infrastructure may have on local communities and the concerns these may bring. We recognise that people living near our transmission infrastructure, including high voltage overhead lines, may have concerns about audible noise and potential health impacts. It has sometimes been suggested that minimum distances between properties and overhead lines should be prescribed. We do not consider this appropriate since each instance must be dealt with on its merits. However, we have always sought to route new lines away from residential property on grounds of general amenity where practicable. Projects of this nature are required to assess the potential environmental impacts of the proposals, and report on those, and set out proposed mitigation, in an Environmental Statement (ES) in accordance with the relevant Environmental Impact Assessment (EIA) Regulations. The EIA starts early in the process and, in that respect, a considerable amount of assessment work has been undertaken to allow preliminary judgements to be made about the design and routeing of the Project. This has been set out in various publications (The Corridor and Preliminary Routeing and Siting Study (CPRSS), published as part of the 2022 non-statutory consultation, the Design Development Report, 2022 Non-Statutory Consultation Feedback Report and Strategic Options Backcheck and Review, published as part of the 2023 non-statutory consultation) with feedback helping shape the preliminary proposals. Further detailed assessment work has been undertaken since the 2023 non-statutory consultation and is published in the Preliminary Environmental Information Report (PEIR) to accompany the statutory consultation stage of the Project. We will be writing up our noise and vibration assessment that will, in addition to other topic specific assessments, form part of the EIA for the Project. Noise levels and the effect on residential properties as well as other sensitive areas, such as hospitals and schools, are carefully considered during planning, assessed according to the appropriate UK standards, and mitigated where necessary. We set strict technical standards for the equipment we install on our network. These will apply to the proposed new East Anglia Connection Node (EACN) substation located in the Tendring District, and extensions required to the existing Norwich Main, Bramford, and Tilbury Substations.

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		These standards include requirements to ensure the occurrence of audible noise is eliminated or reduced as far as practicable. Therefore, significant adverse effects from noise are not expected. Noise from overhead lines is predominately determined by the conductor design, voltage and weather conditions. The overhead line will be designed using a relatively quiet conductor that meets the design specification required, and operational noise is not likely to be significant at nearby sensitive receptors under any weather conditions. Should the iterative design process result in alternative conductor types be used, consideration for this would be assessed within the EIA. Pylon fittings, such as insulators, dampers, spacers, and clamps, are also designed and procured in accordance with a series of National Grid Technical Specifications to reduce the potential for audible noise and tones to occur from all types of fittings. Where noise does occur, it is likely to be localised and of short duration. If this is due to a fault, action can be taken to rectify it. A technical note would be submitted as part of the application for development consent to support scoping out noise associated with overhead lines from the ES. We will also be writing up our Landscape and Visual Impact Assessment (LVIA) that will form part of the EIA for the Project. This will include a write-up of an assessment on both landscape character and visual amenity. Where likely significant effects are anticipated the LVIA will consider and identify areas where it may be necessary and appropriate to put forward potential mitigation as part of an iterative design and assessment process. The health and safety of the public, local communities and employees is central to everything that we do. The UK has a carefully thought-out set of policies for protecting us all against Electric and Magnetic Fields (EMFs), the main component of which is exposure guidelines. The exposure guidelines are set by independent scientific bodies and are based on decades-long studies into the effects of EMFs and ill health. After those decades of research, the weight of evidence is against there being any health risks of EMFs below the guideline limits. Our approach is to ensure that our network comply with those policies, which are set by Government on the advice of their independent advisors. The Project will be designed to ensure it is fully compliant with these policies and guidelines. This ensures that health concerns are properly and adequately addressed. Policies for both noise and EMF are incorporated into the decision-making process for development consent as set out in National Policy Statement (NPS) EN-5. It is National Grid's policy to ensure that all its equipment complies fully with those policies and guidelines. The application for a Development Consent Order (DCO) will include assessments against these polices, including both construction and operational noise and EMF.
4.2.136	Suggest that the Project is routed outside of the boundary of Woodland Trust sites with a buffer zone of at least 30 m provided (i.e., to prevent adverse impacts such as pollution, disturbance and root damage).	The Project has been designed to maximise the retention of woodland where practicable, including Woodland Trust sites. However, it should be noted that Woodland Trust sites within the draft Order Limits are not Ancient Woodland, have no local or national wildlife site designation and are not designated as priority habitat.
4.2.137	Suggest that the Project should run adjacent to existing transport infrastructure	While there could be potential benefits from infrastructure being concentrated geographically, i.e., by routeing the Project in close proximity to existing road and rail infrastructure, National Grid do not consider these benefits arise for the whole route. Rail lines or roads potentially align (at least in part) with the general routeing of the Project.

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	generally (please use specific code if a road / other transport corridor is suggested).	However, there are constraints and features that mean that we do not consider close paralleling will reduce environmental effects or improve compliance with the Holford Rules or be more consistent with the policy requirement to be economic and efficient. A number of residential properties, as well as hamlets, villages and towns, are present in close proximity to the existing transport infrastructure necessitating multiple diversions of an overhead line. There are also some locations where the combination of existing physical and environmental features (railway and road infrastructure, commercial and residential property, woodlands and orchards) present very substantial challenges to routeing and siting. As a result, whilst close paralleling of transport infrastructure may appear beneficial in some short sections, overall, the increased environmental effects from multiple changes of direction are considered greater and less compliant with the Holford Rules than those that are associated with a new route alignment.
4.2.138	Suggest that the Project should run in closer to / parallel to the existing 400 kV overhead lines.	National Grid notes the potential for close paralleling existing overhead lines to reduce the level of effects that may arise from a new overhead line. However, where existing overhead lines are present along the proposed route, there are constraints and features that mean, overall, we consider close paralleling would lead to greater effects on receptors in the area and be less compliant with the Holford Rules or be less consistent with the policy to be economic and efficient. A number of residential properties are present in close proximity to the existing 400 kV overhead line meaning that if the overhead lines were close paralleled it would result in the properties having an overhead line close to both sides. There are also some locations where the combination of existing physical and environmental features (road infrastructure, commercial and residential properties etc) present very substantial challenges to routeing and siting. As a result, whilst close paralleling may appear beneficial in some sections, overall, the increased environmental effects where the overhead lines have to converge and diverge, and those increased effects on properties with overhead lines on both sides are considered greater than those introduced by a new overhead line separated from existing 400 kV overhead lines. Whilst crossings and use of underground cable technology may be able to address various constrained locations, we consider the costs and environmental effects arising from the additional infrastructure required to be less compliant with our duties and relevant policies.
4.2.139	Suggest that the pylons that are located in Flood Zone 3 including adjacent to the River Gipping, River Waveney, Roxwell Brook, and River Wid are located into Flood Zone 1 instead.	The positioning of pylons is guided by many factors and may require compromise and some residual effects, noting that pylons are not necessarily incompatible with positioning within Flood Zones nor impact on flood risk likely. Nonetheless the response to feedback is seeking to reposition pylons outside the Flood Zones of highest risk. The material published as part of the 2024 statutory consultation indicate any remaining overlap of pylon positioning and Flood Risk Zones.
4.2.140	Suggest that underground cables are installed using Horizontal Directional Drilling (HDD) rather than open trenches (cut and cover).	Trenchless installation techniques, such as Horizontal Directional Drilling (HDD), can be used as an alternative to a trenched (cut and cover) approach to install underground cables. It is usually the choice of methodology where minimal disturbance to above ground features is required, given trenched methods are more disruptive in terms of the level of disturbance to the landscape and environment. The benefits of using HDD need to be carefully considered to ensure ground conditions are suitable and that the balance of potential environmental effects is achieved.

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		From an engineering perspective, the underground cables need to be installed at a greater depth to provide adequate protection against inadvertent excavation strikes as this method doesn't allow us to install warning tapes/tiles above the cables. Local constraint features that interface with the route such as water courses or other buried infrastructure may require the cables to be installed deeper to avoid clashes. The deeper the underground cables are installed, the wider they need to be spaced to allow for suitable thermal dissipation (avoiding overheating) and so a suitable route corridor needs to be present to allow for the wider permanent underground cable corridor this can be quite a difficulty especially in avoiding the installation of cables beneath above ground features. HDD as a methodology increases complexities with regards to engineering, programme and in turn increase cost hence why HDD is not the preferred methodology of underground cable installation but more so an alternative means where National Grid need to negotiate the route close to environmental sensitive receptors. We fully assess the underground cable routes in detail considering the route incumbent features and potential effects of installation by open trench method. Where such methodology is deemed not preferred then installation by HDD methods will also be assessed before deciding on where HDD will be used.
4.2.141	Suggest that underground cables are used for the entire Project.	National Grid has carefully considered the feedback received during consultation, the alternatives available, and other factors including our duties and obligations. These duties include balancing the need under The Electricity Act 1989 to be economic and efficient, which includes keeping costs down in the interests of the bill-paying consumers, with a duty to have regard to preserving amenity, which includes the natural environment, cultural heritage, landscape and visual quality. The National Policy Statement (NPS) EN-5 makes clear that *'the Government's position that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or Areas of Outstanding Natural Beauty)'.* The NPS also confirms that widespread and significant adverse landscape and/or visual impacts in other locations may also justify the use of undergrounding. We may also adopt underground cables in other circumstances such as to cross existing 400 kV overhead line infrastructure. Therefore, whilst undergrounding the whole route is not considered appropriate, National Grid's proposals do include underground cable within the Dedham Vale Area of Outstanding Natural Beauty (AONB) in accordance with NPS EN-5. Prior to our 2023 non-statutory consultation we identified the need to extend the underground cable beyond the AONB boundary because of potential effects, we have further extended this section of underground cable following consideration of feedback on our 2023 non-statutory consultation and additional investigation into potential effects. We also identified an approximately 4 km section near Great Horkesley as meeting the particularly sensitive criteria where underground cable is also proposed and following consideration of feedback to the 2023 non-statutory consultation, we are reviewing the potential to utilise around 2 km of underground cable near Diss though this is subject to review of the findings of ground investigations and further studies. Additionally, underground cable is proposed at Fairstead for a 400 kV overhead line crossing and for around 5 km for the crossing of the Lower Thames Crossing proposals and line entry to Tilbury Substation.
4.2.142	Suggest underground cables are installed using Horizontal Directional Drilling (HDD) rather than open trenches (cut	Our preferred installation method for underground cables is to open trench, however where local constraints dictate, we may look to negotiate these with the use of trenchless excavation technologies.

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	and cover) where construction would take place very close to domestic properties and avoid unnecessary damage to hedgerows.	The installation methodologies, as well as the routeing in the first instance, will be carefully assessed against numerous criteria to ensure the most reasonably practicable solution is applied in each location. This would include local physical constraints above and below ground, sensitive local receptors, ground conditions etc. Further details of installation methodology and their locations will be available as part of the 2024 statutory consultation. Whilst Trenchless technologies lessen the disturbance above ground it is worth noting that due to having to install underground cables at a greater depth the permanent asset corridor must be wide enough to accommodate such. Furthermore, there will still be construction effects at the driving pits at the end of each drive and also the jointing pits along the route.
4.2.143	Suggest using as few pylons as possible for the Project, though not specified how.	Pylon spacing varies to respond to the presence of various constraints and landform, but greater span distance requires the use of taller pylons (by the addition of multiples of 3 m extensions to the standard lattice pylon). The standard lattice pylon (around 50 m height) achieves a typical span of around 350 m which is considered to provide an appropriate balance between the number and height of pylons and the different effects arising from these aspects.
Design Question		
4.2.144	How will the Project be funded?	National Grid is funded by a price control mechanism which is agreed with and set by the regulator, the Office of Gas and Electricity Markets (Ofgem). We pay up front the many millions of pounds it costs to build a new power transmission line. The cost is then gradually passed to consumers through their electricity bills over the next 40 years or so. The funding for these up-front costs comes from our shareholders and the institutions that lend us money. Across all our investments in our vital infrastructure, this amounts to many billions of pounds. They invest in us because they expect that we will make a sufficient profit to provide an appropriate return on their investment and eventually pay them back. This brings a major benefit to electricity bill payers as it allows the recovery of the cost of our investment to be spread out over many years, rather than having a spike in electricity bills when we build a large new transmission connection.
4.2.145	What social and economic benefits does the Project offer to a homeowner?	The Project is required to connect a significant amount of new wind generation and other forms of low carbon energy. This will be to the benefit of all homeowners, not just in terms of clean energy but also affordability and energy security. The Government has also carried out a consultation into the potential approach to community benefit which the Project will take into account at the next stage of the Project. In addition, the Government recently ran a consultation seeking views on how community benefits should be delivered for communities that host onshore electricity transmission infrastructure. We will continue to work with the Government and regulator as they define the details of these schemes emerging from the consultation and once published, will work to understand what this means for our projects.
Economic / Employment Impact		
4.2.146	Concern about the impact of the Project on the economy.	As part of the Development Consent Order (DCO) process, we are required to prepare and publish preliminary environmental information referred to as the 'Preliminary Environmental Information Report' (PEIR) during the 'statutory consultation' period. The PEIR will provide details on the current potential effects of the Project and proposed mitigation measures. The statutory consultation period is expected to be held mid-2024 and during this we

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		will welcome comments from stakeholders on the information presented in the PEIR (including our approach on data collection and baseline conditions).
4.2.147	Concern about the negative impact on businesses in the area.	Through the routeing and siting exercise National Grid has sought and will continue to reduce as far as practicable impacts to businesses. To reduce potential impacts, we are identifying businesses and enterprises and their primary function, and also those that are likely to generate tourism such as private gardens and parks. These have been and will continue to be considered during the iterative design process. Impacts on local businesses will be presented within a Socio-economics, Recreation and Tourism assessment which is being undertaken and will be written up to form part of the Environmental Impact Assessment (EIA). As part of this assessment, a range of measures are being considered throughout the construction phase of the Project to minimise disruption to businesses and their users. These measures will be identified within the Environmental Statement (ES) that will accompany the Development Consent Order (DCO) application.
4.2.148	Concern about the impact of the Project on delivery routes (e.g., particularly food deliveries and where fresh food is concerned) and request careful planning and co-operation with contractors to ensure that delivery routes remain open. With this, suggest that is delivery times need to change to work around the Project, then this needs to be adequately prepared and communicated.	National Grid is currently developing our access and egress strategy following the routeing and siting updates as a result of the 2023 non-statutory consultation feedback. These routes will be available as part of the statutory consultation in 2024 upon which we will be seeking feedback on our proposals from the local communities including the local and national highways authorities. All highway cable crossings will be suitably assessed, and the method of underground cable installation will be determined at each crossing location while considering a number of key factors. Further details of preferred underground cable installation methods and their locations will be available as part of the 2024 statutory consultation design documentation. When undertaking such a highway crossing, we aim to keep disturbance to a minimum by optimising the programme within the roadway. With regards to how the works would be undertaken across the highway the methodology of traffic management will be determined by assessment of the works versus the road / location characteristics such as the physical width, type of use, rate of use, etc. By undertaking such assessment, we can determine the need for traffic management or road closures as follows: • for roads that are wide enough for the works to be undertaken in two parts, it is anticipated that traffic management, such as two-way traffic lights or similar will be used to control the flow of traffic past the works; and • for roads that are too narrow to allow traffic to pass while works are undertaken, the road is likely to be closed during construction with a diversion. We will discuss our interactions with the highways with the relevant highway authority and will be consulting on our access routeing and construction methods during the 2024 statutory consultation including typical arrangements for traffic management, this will be presented in the Construction Traffic Management Plan (CTMP).
4.2.149	Request that benefits are contributed to local businesses.	National Grid is keen to highlight the opportunities that exist in our industry and as a result of the Project. On the Norwich to Tilbury Project, we expect to work with our suppliers and contractors as we progress towards the construction phase to highlight employment and supply chain opportunities.

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		We're also extending our Grid for Good programme, now in its second year, and building other partnerships, to deliver training and skills development in the region, to encourage the next generation of green energy workers. In addition, the Government recently ran a consultation seeking views on how community benefits should be delivered for communities that host onshore electricity transmission infrastructure. We will continue to work with the Government and regulator as they define the details of these schemes emerging from the consultation and, once published, will work to understand what this means for our projects.
4.2.150	Suggest that job / employment opportunities should be offered as part of the Project.	National Grid is keen to highlight the roles and opportunities that exist in our industry. On the Norwich to Tilbury Project, we expect to work with our suppliers and contractors as we progress towards the construction phase to highlight employment opportunities. We're also extending our Grid for Good programme, now in its second year, and building other partnerships, to deliver training and skills development in the region, to encourage the next generation of green energy workers.
4.2.151	Suggest that National Grid provides specific details about potential training opportunities to be created for the unemployed, or apprenticeships for school leavers (given that employment and Skills contributions are often sought from large developments, under Section 106 of the Town and Country Planning Act 1990, and that clarity on this matter would give a direct link into local authorities' corporate priorities and planning policies).	National Grid is working with stakeholders and communities to understand what is important to them and will endeavour to deliver initiatives in the region to support those priorities. Skills and employment is one the areas being assessed and we are extending the Grid for Good programme, and building other partnerships, to deliver training and skills development in the region, to encourage the next generation of green energy workers. In addition, the Government recently ran a consultation seeking views on how community benefits should be delivered for communities that host onshore electricity transmission infrastructure. We will continue to work with the Government and regulator as they define the details of these schemes emerging from the consultation and once published, will work to understand what this means for our projects.
Environmental Impact		
4.2.152	Concern about the future sustainability of energy (not limited to the Project).	With the move away from large coal fired power generating stations to more numerous onshore and offshore generation sites, the electricity network is now becoming more decentralised. The Government recognises the complexities with balancing supply and demand from renewables generation and securing this flexibility will increasingly come from energy storage systems and interconnected capacities with other electricity markets and consumer/ smart technologies. The Government's Energy White Paper (EWP) states *that 'renewables now account for over one third of electricity generation, up from 7% in 2010'.* To meet the predicted doubling in electricity demand by 2050 and the Government's 2050 Net Zero target, the EWP, whilst not planning for a specific technology solution

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		predicts that *'low cost, Net Zero consistent system is likely to be composed predominantly by wind and solar'* but also complementing intermittent renewables with technologies including nuclear and gas with carbon capture and storage.
4.2.153	Concern that the Environmental Statement (ES) does not take into account the difference in impact between the areas where pylons would be deployed as opposed to those areas where cables are proposed to be undergrounded and suggest that this needs to be assessed separately (e.g., as the impact, visually as well as environmentally and economically will be very different).	Impacts as a result of installing overhead lines and underground cables are being assessed as part of the Environmental Impact Assessment (EIA) and will be presented in the Environmental Statement (ES) that will accompany the application for development consent.
4.2.154	Concern that the Project will impact designated sites (e.g., Sites of Special Scientific Interest (SSSI), Ancient Woodland and a Royal Society for the Protection of Birds (RSPB) reserve).	Through routeing and siting, National Grid has sought and will continue to reduce as far as practicable impacts on biodiversity and in particular features of high ecological value, such as Sites of Special Scientific Interest (SSSI), Special Protection Areas (SPAs), Ramsar sites and Ancient Woodland. The process of route design takes account of existing biodiversity, the natural environment and, where practicable, seeks to reduce potential impacts on areas of ecological sensitivity, through avoidance or mitigation. The Environmental Impact Assessment (EIA) for the Project will assess the effects on biodiversity (which includes receptors such as SSSIs, SPAs, Ramsar sites and Ancient Woodland) and where necessary will detail mitigation requirements. The assessment methodology has been discussed and agreed with Natural England and the assessment will be presented in the Environmental Statement (ES) or Habitats Regulations Assessment (HRA) depending on potential impact pathways. We will continue to engage with Natural England, the Royal Society for the Protection of Birds (RSPB) and other relevant stakeholders on aspects relating to biodiversity and the natural environment, including appropriate mitigation measures and techniques, and will take their views into account as the Project continues to develop.
4.2.155	Concern that the Project will result in a negative impact on the environment generally (no details given).	Through routeing and siting, National Grid has sought and will continue to reduce as far as practicable impacts on the environment. National Grid is undertaking an Environmental Impact Assessment (EIA) for the Project. The results of this assessment will be provided in the Environmental Statement (ES) that will accompany the Development Consent Order (DCO) application. The ES will identify and assess the likely significant effects on the environment resulting from the construction and operation (and maintenance) of the Project and will recommend appropriate mitigation measures to reduce potential effects. The scope of the EIA is included in the Scoping Report which was submitted to the Planning Inspectorate in November 2022.

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		We will continue to engage with a range of stakeholders (including Statutory Environmental Bodies (SEBs) and relevant Local Planning Authorities (LPAs)) throughout the development of the Project design and environmental assessment work.
4.2.156	Suggest that a substantial funded landscape compensation plan should be drawn up, especially in areas where residual or cumulative significant adverse effects are predicted, and that compensation should benefit the landscape and sensitive visual receptors.	Based on the assessments being undertaken as part of the Environmental Impact Assessment (EIA), mitigation proposals will be developed and included within the Project that is submitted in the application for development consent. This will include proposals for landscape and visual mitigation. As part of the Project, National Grid will have to deliver this mitigation.
4.2.157	Suggest that areas other than the Area of Outstanding Natural Beauty (AONB) should be protected / Criticism that only the AONB has been considered.	National Policy Statement (NPS) EN-5 states that the Government considers overhead lines to be appropriate and acceptable in most instances, although it recognises that that there may be, at particularly sensitive locations, potential adverse landscape and visual impacts of overhead line infrastructure that make it inconsistent with our duties and relevant planning policy. The Area of Outstanding Natural Beauty (AONB) designation in this section is one such location where there is a presumption that underground cable technology is adopted with the extent of underground cabling extending beyond the boundary in response to the potential for the Project to affect the Natural Beauty of the AONB. Our current proposals include a total of approximately 20 km of underground cable through and in the vicinity of the Dedham Vale AONB, including a section at Great Horkesley to reduce the changes in views and setting of the AONB from within and adjacent to its designated boundary. Underground cabling is also proposed for short section for a 400 kV overhead line crossing near Fairstead and approximately 5 km from just north of the Lower Thames Crossing (LTC) through to Tilbury Substation. Projects of this nature are required to assess the potential environmental impacts of the proposals, and report on those, and set out proposed mitigation, in an Environmental Statement (ES) in accordance with the relevant Environmental Impact Assessment (EIA) Regulations. The EIA starts early in the process and, in that respect, a considerable amount of assessment work has been undertaken to allow preliminary judgements to be made about the design and routeing of the Project. This has been set out in various publications (The Corridor and Preliminary Routeing and Siting Study (CPRSS), published as part of the 2022 non-statutory consultation, the Design Development Report, 2022 Non-Statutory Consultation Feedback Report and Strategic Options Backcheck and Review, published as part of the 2023 non-statutory consultation) with feedback helping shape the preliminary proposals. Further detailed assessment work has been undertaken since the 2023 non-statutory consultation and is published in the Preliminary Environmental Information Report (PEIR) to accompany the statutory consultation stage of the Project. National Grid will be writing up its Landscape and Visual Impact Assessment (LVIA) that will, in addition to other topic specific assessments, form the latter part of the EIA for the Project. This will include a write-up of an assessment on

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		both landscape character and visual amenity. Where likely significant effects are anticipated the LVIA will consider and identify areas where it may be necessary and appropriate to put forward potential mitigation as part of an iterative design and assessment process.
4.2.158	Suggest that consideration is given to the carbon footprint of the Project during operation.	National Grid has set challenging targets to reduce the carbon emissions of our organisation, including a specific commitment to deliver carbon neutral construction by 2025/26. Key to the delivery of this commitment is to measure the carbon footprint of our projects through concept, detailed design and into delivery and construction using a range of best practice carbon tools and data sets. The need for the Project is to support the connection and transfer of green renewable energy into the UK power infrastructure network. The Project would support the UK's net zero target to achieve net zero emissions by 2050 through the connection in East Anglia of new low carbon energy generation and by reinforcing the transmission network. Therefore, the operational, medium to long term benefits of delivering the Project on a national level are considered to outweigh any short-term impacts of greenhouse gas emissions as a result of material use and construction activities.
4.2.159	Suggest that trenching is carried out to a sufficient depth to avoid lasting impact to the landscape.	National Grid will comply with the relevant guidance and standards. As a minimum, underground cable ducts are typically backfilled with cement bound sand providing 75 mm protective cover over the top of the ducts and then a further 900 mm of retained backfill soil is returned over that.
4.2.160	Suggest that whole greenhouse gas emissions are considered at this stage of design (i.e. to ensure the UK achieves legally bound Net Zero Goals by 2050).	The need for the Project is to support the connection and transfer of green, renewable energy into the National Electricity Transmission System. The Project would support the UK's net zero target to achieve net zero emissions by 2050 through the connection in East Anglia of new low carbon energy generation, and by reinforcing the transmission network. Therefore, the operational, medium to long term benefits of delivering the Project on a national level are considered to outweigh any short-term impacts of greenhouse gas emissions as a result of material use and construction activities. The Environmental Statement (ES) that will accompany the application for development consent will be supported by a simple estimate of the greenhouse gas emissions associated with the construction phase of the Project, comparing this against UK emissions to determine if the Project is likely to have an impact on the ability of the Government to meet its carbon reduction targets. The assessment will also look to identify potential opportunities to save carbon.
Financial Compensation		
4.2.161	Concern that the Project will devalue property / impact on property value in this section.	National Grid acknowledges that its proposals may cause concern to landowners. Diminishment of property value known as 'injurious affection' and any other appropriate heads of claim will be considered on an individual basis in accordance with current legislation. We will pursue a voluntary agreement with affected landowners, acquiring rights in accordance with our Land Rights Strategy (the strategy is subject to review). If a voluntary agreement cannot be reached, then the Compulsory Purchase Code allows for a claim of compensation for the loss that property owners may have suffered as a direct result of the retained part of your property ownership being worth less as a direct result of the works.

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		If there are any specific concerns about the devaluation of property National Grid would advise seeking third party advice or alternatively please contact the Project team: Norwich-Tilbury@fishergerman.co.uk or by calling us on Freephone 0808 175 3314. Alternatively, you can write to Norwich to Tilbury Land Team, Fisher German, The Atrium, Risby Business Park, Newmarket Road, Risby, Bury St Edmunds, IP28 6RD.
4.2.162	Request for adequate financial compensation/ suggest that impacted individuals need to be compensate.	All affected landowners will be compensated for any temporary/permanent losses, and this will be dealt with on a case-by-case basis. If there are any specific concerns requiring compensation and how it will be assessed, please contact the Project team: Norwich-Tilbury@fishergerman.co.uk or by calling us on Freephone 0808 175 3314. Alternatively, you can write to Norwich to Tilbury Land Team, Fisher German, The Atrium, Risby Business Park, Newmarket Road, Risby, Bury St Edmunds, IP28 6RD Additionally, we await details of how Government intends to implement its proposals for those living in close proximity to new electricity infrastructure.
Health, Safety and Wellbeing		
4.2.163	Requests related to emergency services (including East of England Ambulance Service Trust (EEAST)) for the Preliminary Environmental Information Report.	National Grid will seek to engage with emergency service groups throughout the development of the Project design and environmental assessment work to understand potential effects.
4.2.164	Concern about construction and maintenance of the Project for workers / operatives.	Any form of construction has built in risk associated with different activities. All National Grid contractors undertake risk assessments and follow safe systems of work as per the specific Method Statement, regardless of technology type being constructed, which in turn will be independently reviewed by National Grid. This Risk Assessment and Method Statement (RAMS) will follow industry standard practice.
4.2.165	Concern about health risks associated with overhead lines (e.g. Electric and Magnetic Fields (EMFs), Cancer) / physical health risks associated with the Project.	The UK has a carefully thought-out set of policies for protecting us all against Electric and Magnetic Fields (EMFs), the main component of which is exposure guidelines. Those exposure guidelines are set by independent scientific bodies and are based on decades-long studies into the effects of EMFs and ill health. After those decades of research, the weight of evidence is against there being any health risks of EMFs below the guideline limits. These policies are incorporated into the decision-making process for development consent in National Policy Statement (NPS) EN-5. All the equipment which forms part of this Project, will be fully compliant with these polices, set to protect everyone. This will be fully and publicly documented in the Development Consent Order (DCO) submission.

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4.2.166	Concern about safety risks to the public associated with heavy construction vehicles and machinery on local road infrastructure (e.g. as roads are not suitable).	The construction of the Project will be highly technical and will require specialised contractors with the required expertise and experience, sourced via a competitive tender. However, National Grid promotes the use of local supply chain and small and medium enterprises (SMEs) through the main construction contractors they employ. Any form of construction has built in risk associated with different activities. All our contractors undertake risk assessments and follow safe systems of work as per the specific Method Statement, regardless of technology type being constructed, which in turn will be independently reviewed by National Grid. This Risk Assessment and Method Statement (RAMS) will follow industry standard practice. The development of the access methodology has considered local road networks and sought to achieve the balance of minimising the use of local road networks and the installation of temporary haul roads for the works to be accessed from. This detail will be presented at the 2024 statutory consultation.
4.2.167	Concern about the impact of the Project on healthcare services during construction (e.g. capacity of healthcare services to meet the needs of the temporary workforce / Increased noise and worsened air quality / Temporary road closures interrupting routes to and between healthcare premises including general practitioner (GP) surgeries and hospitals) and operation (e.g. Permanent alterations to the highway network changing routes to and between healthcare premises including GP surgeries and hospitals), including cumulative impact of the Project and other local projects (e.g. A12 widening / Lower Thames Crossing).	Health and Wellbeing, Socio-economic, Air Quality, Noise and Vibration and Cumulative Impact Assessments are being prepared and will be presented in the Environmental Statement (ES) that will accompany the application for development consent. The Health and Wellbeing assessment will summarise the findings of other assessments in the event they identify likely significant effects on human health receptors. It will provide a brief commentary on those that may be affected by diversions or capacity changes, including how changes are communicated and alternatives are equitable, in relation to how this would influence access to health services/resources and/or opportunity for healthy choices (social, economic, bio-physical and behaviours).
4.2.168	Concern about the impact of the Project on the operation of emergency services (e.g. Ambulance, Police, Private Ambulance providers, Military, volunteer Ambulance Services	Access and egress routes from the existing highways along with haul road routes are all currently under development whilst considering vehicle types and numbers of movement following the permanent assets feedback from the 2023 non-statutory consultation. Traffic management details will be presented as part of the 2024 statutory consultation.

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	such as St John Ambulance and British Red Cross, and local Fire and Rescue Services), such as through construction impacts (e.g. road closures), and concern that the Project is likely to adversely affect emergency services (e.g. East of England Ambulance Service Trust (EEAST)) ability to meet and deliver its targets and priorities (statutory duties) as a key healthcare and emergency services (social infrastructure) provider.	
4.2.169	Concern over the impact of the Project on the National Health Service (NHS) Long Term Plan.	National Grid will be writing up its Health and Wellbeing assessment which will form part of the Environmental Impact Assessment (EIA) for the Project. The results of this assessment will be provided in the Environmental Statement (ES) that will accompany the application for development consent. The ES will identify and assess the likely significant effects on the human health receptors resulting from the Project and will recommend appropriate mitigation measures (in consultation with relevant stakeholders) to reduce potential effects.
4.2.170	Concern that it was not clear if there was consideration of risk assessments arising from the development's vulnerability to major accidents. Health and Safety Executive (HSE) advise this is considered further in line with Advice Note 11 Annex on the Planning Inspectorate's website.	The majority of the existing National Grid transmission network is constructed from overhead lines, these are a demonstrated and reliable form of electricity transmission in the UK. They are designed to meet current design and safety standards and to operate in a range of typical and abnormal weather conditions found in the UK. Standards are regularly reviewed and any adjustments to these standards (for example with regards to climate change) would need to be applied to the entire network. At this stage no known changes are required for a new overhead line project. Unforeseen events of sufficient severity to cause damage to infrastructure are very rare in the UK but do occur. Overhead lines could be subject to adverse weather conditions such as high wind speeds and lightning strikes, and also, due to disruption from an external factor such as sabotage. To reduce sabotage from the ground as far as practicable, National Grid install anti-climb measures such as barb-wiring. However, the possibility of interference remains as pylons are typically situated in isolated locations where constant surveillance is impractical. In the unlikely event an overhead line was to be damaged, a network wide monitoring system would detect the fault almost immediately and the circuit would be tripped, and the live current stopped. At the point of repairing any damage, overhead lines are comparatively easier and more cost-effective to repair and maintain than alternative transmission technology.

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		We also undertake regular inspections of the overhead line using thermal imaging to assess damage to the overhead line from weather or other causes. This means low level damage caused would be identified and repaired prior to failure of the line.
4.2.171	Concern that the Project falls into the consultation zone of several Major Accident Hazard Sites (MAHS) and the consultation zones of several Major Accident Hazard Pipelines (MAHP) - as listed in guidance document.	National Grid is working and consulting with all third party statutory utility owners. Where required, appropriate mitigations will be agreed in order to negotiate such existing infrastructure.
4.2.172	Concern that the Project may result in a negative impact on mental health / health and wellbeing.	National Grid recognises people may have concerns about the health effects of living close to an overhead line, and that the uncertainty whilst the proposals are developed may cause anxiety. We have sought to reduce potential effects on communities and residents through routeing and design. We have also sought to reduce concern or uncertainty about the proposals through making timely design decisions and engaging with the people and stakeholders throughout the development of the Project. The Project team will continue to engage with people potentially affected during the development of the Project, through regular communication including letters, phone calls and meetings. This will enable concerns to be raised and discussed at an early opportunity and provide a regular point of contact to respond to queries and concerns. We urge anyone with concerns to get in touch through the Norwich to Tilbury Freephone number, address or email throughout the development of the Project: • **Call our Community Helpline:** 0800 915 2497 (Lines are open Monday to Friday 9am-5:30pm) • **Email us:** contact@n-t.nationalgrid.com • **Write to us:** FREEPOST N TO T (No stamp or further address details are required) The UK has a carefully thought-out set of policies for protecting us all against Electric and Magnetic Fields (EMFs), the main component of which is exposure guidelines. Those exposure guidelines are set by independent scientific bodies and are based on decades-long studies into the effects of EMFs and ill health. After those decades of research, the weight of evidence is against there being any health risks of EMFs below the guideline limits. These policies are incorporated into the decision-making process for development consent in National Policy Statement (NPS) EN-5. It is National Grid's policy to ensure that all of its equipment comply fully with those exposure limits. Our approach is to ensure that all our equipment complies with the policies, which are set by Government on the advice of their independent advisors. The proposed overhead lines, underground cables and substation will be designed to ensure they are fully compliant with these policies and guidelines. This ensures that health concerns relating to EMFs are properly and adequately addressed.

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4.2.173	Concern that the siting of overhead lines presents a risk to light aircrafts in the area.	Our review of airfields within 4 km of the preferred corridor identified 10 General Aviation (GA) sites, one military site (Wattisham Flying Station) and the Mid and South Essex National Health Service (NHS) Broomfield Hospital which receives helicopters from a helipad on the roof of the main hospital building. We have also considered other airfields and flight activities where these have been identified through the 2022 and 2023 non-statutory consultations including for ballooning and for model flying. As well as considering feedback, National Grid's aviation advisers (an independent aviation consultancy) have directly engaged with these parties. A number of route alignment and pylon positioning changes have been made following consideration of feedback and in all but one case the assessment concludes that the airfields can continue to operate. In the remaining case of a private airstrip near Little Burstead we continue to liaise with the operator to identify an appropriate solution. Specifically in respect of Wattisham Flying Station our proposals position the alignment onto relatively lower ground (to remove the potential for interference with instrument landing system (ILS) radar) and adopt an alignment closer to the existing 132 kV overhead line and include replacing part of the 132 kV line south of Offton by underground cable to avoid a new overhead line corridor being introduced. We will continue to engage with relevant parties as appropriate throughout the project development process.
4.2.174	Criticism that the Scoping Report does not detail any mitigation management measures for construction risks and major accidents.	The purpose of the Scoping Report is to identify those aspects to be considered through the assessment process in view of the potential for significant effects to occur. Scoping is therefore not intended to cover the matters suggested. National Grid is undertaking an Environmental Impact Assessment (EIA) for the Project. The results of this assessment will be provided in the Environmental Statement (ES) that will accompany the application for development consent. The ES will identify and assess the likely significant effects on the environment resulting from the construction and operation (and maintenance) of the Project and will recommend appropriate mitigation measures (in consultation with relevant stakeholders) to reduce potential effects. Major accidents and disasters as a result of flood risk, historic ground contamination, asbestos, watercourse, transport infrastructure and gas pipeline crossings are being assessed as part of the EIA. We will implement standard mitigation measures to reduce construction impacts and these will be outlined in the Outline Construction Traffic Management Plan (CTMP) and Outline Code of Construction Practice (CoCP).
4.2.175	Suggests National Grid should work in partnership with 'health and blue light partners' for management and mitigation on the Project.	National Grid will continue to engage with a range of stakeholders (including emergency service groups and relevant Local Planning Authorities (LPAs)) throughout the development of the Project design and environmental assessment work.
4.2.176	Suggests National Grid /contractor should have access to a confined space trained team during the construction phase in case of trench collapse.	The construction of the Project will be highly technical and will require specialised contractors with the required expertise and experience, sourced via a competitive tender. Any form of construction has built in risk associated with different activities. All our contractors undertake risk assessments and follow safe systems of work as per the specific Method Statement, regardless of technology type being constructed, which in turn will be independently reviewed by National Grid. This Risk Assessment and Method Statement (RAMS) will follow industry standard practice.

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4.2.177	Suggests that National Grid should have plans in place for facilitating emergency access on site (e.g. on-site triage, medical assessment, patient identification, stabilisation, clinical information, helicopter access).	Access and egress routes from the existing highways along with haul road routes are all currently under development while considering vehicle types and numbers of movement following the permanent assets feedback from the 2023 non-statutory consultation. Traffic management details, including for emergency access on site, will be presented as part of the application for development consent.
Heritage		
4.2.178	Concern about archaeological impacts (including impacts on sites of significance).	Through routeing and siting National Grid has sought and will continue to reduce as far as practicable potential impacts on the historic environment. We will be writing up our Historic Environment Assessment which will form part of the Environmental Impact Assessment (EIA) and will identify likely significant effects on archaeological sites. To inform this assessment, we are undertaking desk-based assessment and a suite of archaeological surveys to understand the baseline historic environment and refine the Project design further. We will continue to engage with Historic England and relevant Local Planning Authorities (LPAs) on aspects relating to heritage, including appropriate mitigation measures and techniques and to take their views into account as the Project continues to develop.
4.2.179	Concern about the negative impact on heritage buildings / listed buildings / historical site and suggest that the Project is routed away from or not located at heritage buildings / listed buildings / historical sites.	Through routeing and siting National Grid has sought to and will continue to reduce as far as practicable potential impacts on the historic environment, including listed buildings and known heritage assets. If potential impacts on the historic environment are identified, we will explore a range of mitigation measures such as careful siting of pylons and screening (both new and existing) to reduce potential impacts where practicable. This will be presented within the Historic Environment Assessment which will be written up and will form part of the Environmental Impact Assessment (EIA) for the Project. We will continue to engage with Historic England and relevant Local Planning Authorities (LPAs) on aspects relating to heritage, including appropriate mitigation measures and techniques and will take their views into account as the Project continues to develop.
4.2.180	Concern about the costs of archaeological work.	The scope of archaeological field work is yet to be confirmed with the relevant bodies and this may also alter as the work progresses. The cost associated with this cannot therefore currently be confirmed
4.2.181	Concern that increases in the amount of undergrounding for the scheme (for open cut or drill sites for HDD) would mean a proportionally higher impact on archaeological remains and on the amount of assessment, mitigation and intrusive work required.	National Grid is undertaking desk-based assessment and a suite of archaeological surveys to understand the baseline historic environment and refine the Project design further. The assessment of design options takes into account the difference in physical impact between underground cable and overhead line options.

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4.2.182	Concern that the proposed competent expert(s) for the Historic Environment in the Environmental Statement (ES) does not include a Historic Buildings Specialist/Built Heritage Consultant, and suggest that a specialist in historic buildings be appointed to assess the significance of the identified heritage assets and their setting, and the impact of the Project on that significance (e.g. as for the ES to comply with Regulation 14 of the Environmental Impact Assessment (EIA) Regulations).	The Historic Environment Assessment takes a holistic approach to considering the significance and potential effects on all heritage assets in line with industry best practice. The specialists working on the Historic Environment Assessment have suitable knowledge and experience to undertake that assessment, including extensive experience in undertaking assessment of the significance and potential effects on all heritage assets including historic buildings along with carrying out setting assessment. Some members of the specialist team hold post graduate degrees in built heritage. In addition, the specialist team are members of either the Chartered Institute for Archaeologists or the Institute for Historic Building Conservation, both institutes are listed in Historic England's Good Practice Advice in Planning 2: Managing Significance in Decision-Taking in the Historic Environment as relevant organisations for appropriately qualified specialists. It is also noted that not all heritage assets that are subject to settings assessment in the Historic Environment Assessment can be solely defined as 'Historic Buildings/Built Heritage' so it is considered inappropriate to restrict that assessment to a specialist with the singular focus of built heritage.
4.2.183	Suggest that archaeological and heritage assessments and mitigation phases should be programmed into the Project at the earliest opportunity, with sufficient time allowed to enable evaluations to be undertaken prior to decisions (e.g., taking into account agricultural cycles and ecological windows and landowner consent).	National Grid is undertaking a Historic Environment Assessment as part of the Environmental Impact Assessment (EIA) process to identify likely significant effects on heritage assets. To inform this assessment, we are undertaking desk-based assessment and a suite of archaeological surveys to understand the baseline historic environment and refine the Project design further. The evaluation fieldwork for the Project has commenced and will proceed as rapidly as practicable, pending land access arrangements and agreement of scope with Historic England and relevant Local Planning Authorities (LPAs). Determination of suitable mitigation will be undertaken as soon as evaluation results are available and Project design development has reached a suitable stage.
4.2.184	Suggests a need to identify Historic viewpoints with each Local Planning Authority (LPA) (e.g. to ensure detailed site assessments can be undertaken as soon as possible (winter months) and prior to the next thematic group meeting).	Proposed historic environment viewpoints have been shared with Historic England and relevant Local Planning Authorities (LPAs) for agreement to allow winter photography in 2023/2024. The historic environment viewpoints will be used to inform assessment and presented in the Environmental Statement (ES).

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4.2.185	Suggests cross linking in the EIA between archaeology and other subject areas (e.g. Construction Management Plans, Ecology, Spoil and Dust Management).	National Grid is undertaking a Historic Environment Assessment as part of the Environmental Impact Assessment (EIA) process to identify likely significant effects on heritage assets and recommend appropriate mitigation measures to reduce potential effects. The results of this assessment will be provided in the Environmental Statement (ES) that will accompany the application for development consent. There are interrelationships related to the potential effects on the Historic Environment and other environmental topics. Relevant cross links will be highlighted in the appropriate ES topic chapters (including Geology, Hydrogeology and Contaminated Land, Hydrology and Land Drainage, Landscape and Visual, and Noise and Vibration) and the Cumulative Effects chapter, as well as in supporting mitigation documents (including the Outline Code of Construction Practice).
4.2.186	Suggests that a Historic Environment/Landscape Stakeholder group is established to facilitate cross-county and cross-administrative area working, and to ensure integrated discussion on holistic approaches to the historic environment.	As part of the project development process, National Grid has sought the views of a range of stakeholder groups and organisations, including those with expertise in historic environment, heritage and landscape management. This engagement has included working group meetings as well as single contact engagement. These groups will also be consulted during the 2024 statutory consultation.
Information		
4.2.187	An environmental permit for flood risk activities will be required for work in, under, over or within 8 metres (m) from a fluvial main river and from any flood defence structure or culvert or 16 m from a tidal main river and from any flood defence structure or culvert – this includes works in, under and within 8 m of the Tilbury Flood Storage Area.	Any works with the potential to affect the floodplain or flow regime of a main river would be subject to consent under the Environmental Permitting (England and Wales) Regulations 2017. Further details will be presented in an Other Consents and Licences document that will accompany the application for development consent.
4.2.188	If pylons can't be relocated from Flood Zone 3, the flood storage should be provided by lowering higher land down to	The Flood Risk Assessment (FRA) will outline the proposed mitigation measures/commitments to ensure the Project is safe from flooding over its lifetime and that there is no detrimental impact on flood risk from rivers and the sea as a result of Project interactions with Flood Zone 3. The exact requirements for any potential mitigation measures have not been fully developed at this stage but may include flood compensation proposals if necessary. National Grid will

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	the level at which the flood storage was removed by the construction of the towers and provided in accordance with National Policy Statement (NPS) (EN-1).	continue to engage with a range of stakeholders (including Statutory Environmental Bodies (SEBs) and relevant Local Planning Authorities (LPAs)) throughout the development of the Project design and environmental assessment work.
4.2.189	The Project intersects Briton Hall Landfill Site.	National Grid is aware of this landfill site and has used available information on the extent of landfill sites and sought to position pylons outside the void space / made ground. It is not considered that oversail by overhead line is inconsistent with site risks or management.
4.2.190	The Project passes through a Source Protection Zone (SPZ) 2 near both Hingham and Linford where there are Public Water Supply licenced abstractions – A Hydrogeological Risk Assessment will likely be required for these locations for either Horizontal Directional Drilling (HDD) (or other trenchless methods) risks or open cut trenches if dewatering is required. The same would apply to river crossings and if they pass close to any deregulated or unlicenced groundwater abstractions.	Where proposed underground cable sections interact with groundwater Source Protection Zone (SPZ) 1 and 2, a preliminary groundwater appraisal, including engagement with relevant water authorities/operators and the Environmental Agency, will be undertaken to identify whether further targeted hydrogeological risk assessment is required.
4.2.191	The substations are also mostly located within Flood Zone 1. However, the substation at Tilbury is located in Flood Zone 3 and its location appears to overlay many ordinary watercourses. The impacts on the ordinary watercourses should be assessed in the Flood Risk Assessment (FRA) and	The Flood Risk Assessment (FRA) will outline the proposed mitigation measures/commitments to ensure the Project is safe from flooding over its lifetime and that there is no detrimental impact on flood risk from rivers and the sea as a result of Project interactions with Flood Zone 3. The exact requirements for any potential mitigation measures have not been fully developed at this stage but may include flood compensation proposals if necessary. The FRA will also consider the resilience of Project infrastructure located within Flood Zone 3 that would need to remain operational in the event of a flood. Impacts on ordinary watercourses will also be considered in the FRA. Works with potential to impede land drainage or the flow regime of any ordinary watercourse would be subject to consent under the Land Drainage Act 1991. Further details will be presented in an Other Consents and Licences. document that will accompany the application for development consent.

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	permits for the works should be obtained from the Lead Local Flood Authorities (LLFA). The flood zones in this location are defended tidal flood zones so an assessment of the impacts of the removal of flood storage on the breach flood risk within the area should be undertaken, and flood compensation provided if the impacts are not insignificant. The FRA should also detail how the substation would remain resilient and operational in a flood resulting from a breach of the flood defences, as required in paragraph 5.7.24 of EN-1.	
4.2.192	The Thames Estuary 2100 Plan includes long term options such as upgrading the existing Thames Barrier at Woolwich or building a new one within either Long Reach or Tilbury (Gravesend).	Noted.
Mitigation		
4.2.193	Criticism of mitigation plans / measures.	National Grid is undertaking an Environmental Impact Assessment (EIA). The results of this assessment will be provided in the Environmental Statement (ES) that will accompany the application for development consent. The ES will identify and assess the likely significant effects on the environment resulting from the construction and operation of the Project and will recommend appropriate mitigation measures to reduce potential effects. The scope of the EIA is included in the Scoping Report which was submitted to the Planning Inspectorate in November 2022. We will continue to engage with a range of stakeholders (including Statutory Environmental Bodies (SEBs) and relevant Local Planning Authorities (LPAs)) throughout the development of the Project design and environmental assessment work.

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4.2.194	Suggest mitigation measures (e.g., through planting and screening measures / replanting / rewilding / habitats replacement).	Through the routeing and siting exercise, National Grid has sought to, and will continue to seek to maximise the use of existing landform and vegetation to screen and filter views of the Project as far as practicable as it passes through the wider landscape. Where new infrastructure is required as part of the Project and the Environmental Impact Assessment (EIA) concludes that additional mitigation would be appropriate, measures to reduce effects can include the use of underground cables in the areas of highest amenity value (e.g. the Dedham Vale Area of Outstanding Natural Beauty (AONB)), sympathetic siting of infrastructure including substations, Cable Sealing End (CSE) compounds and pylons, and where necessary a range of mitigation planting for the purpose of softening and screening. The Environment Act 2021 introduces a mandatory requirement for 10% Biodiversity Net Gain (BNG) for new Development Consent Order (DCO) developments (which is not yet in force). We have committed to deliver Net Gain of at least 10% or greater in environmental value (including BNG) on all construction projects. The Net Gain target for the Project is currently voluntary and aligned with our corporate sustainability commitment. As well as seeking to avoid and minimise impacts to nature, the Project will consider the land required for mitigation, compensation and enhancement that can deliver BNG and wider environmental benefits, which will be identified as the Project design develops. This may require delivery of offsite Biodiversity Units via habitat creation or enhancement actions in strategic areas, and we will consider all options that are available to us.
4.2.195	Suggest that drainage proposals for the areas under Essex comply with Sustainable Drainage System (SuDS) Design Guide, and that proposals for surface runoff disposal during construction phase and from the built area's (offices, storage compounds) comply with the SuDS Design Guide.	National Grid has engaged with Essex County Council in their role as Lead Local Flood Authority (LLFA), to scope the Flood Risk Assessment and agree key principles of the drainage design. During discussions, the LLFA has recommended compliance with the Sustainable Drainage System (SuDS) Design Guide. This document will be referred to in the Hydrology and Land Drainage chapter of the Environmental Statement (ES) and proposals for surface runoff disposal will comply with relevant parts of the Design Guide.
4.2.196	Suggest that stand-off distances are applied (as indicated in template Protective Provisions) for working each side of the medial line of pipes where construction works are undertaken - including where cabling is undergrounded, Cable Sealing End (CSE)	National Grid are working and consulting with all third party statutory utility owners. Where required, appropriate mitigations will be agreed in order to negotiate such existing infrastructure.

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	compounds, and where pylons are constructed.	
4.2.197	Suggest that the Project takes a precautionary approach with respect to future works at the Shenfield and Hutton Wastewater Recycling Centre (WRC).	In planning the Project, National Grid considers all existing utilities and agree interface and mitigation arrangements (where required) with their owners. We also consider any such future installations where planning applications are in the system and visible and likewise as part of the consultation process we contact all third party utility providers in the area. This will be reviewed as the Project progresses to Development Consent Order (DCO) application submission.
4.2.198	Suggest that the Project takes a precautionary approach with respect to future works Forncett-Forncett End Wastewater Recycling Centre (WRC).	In planning the Project, National Grid considers all existing utilities and agree interface and mitigation arrangements (where required) with their owners. We also consider any such future installations where planning applications are in the system and visible and likewise as part of the consultation process, we contact all third party utility providers in the area. This will be reviewed as the Project progresses to Development Consent Order (DCO) application submission.
4.2.199	Suggest that where Green Infrastructure (GI) is provided and / or improved, routes are designed to include wildlife corridors and stepping-stones GI features along sustainable transport routes such as paths, cycle, and bridleways.	The Environment Act 2021 introduces a mandatory requirement for 10% Biodiversity Net Gain (BNG) for new DCO developments (which is not yet in force). National Grid has committed to deliver Net Gain of at least 10% or greater in environmental value (including BNG) on all construction projects. The Net Gain target for the Project is currently voluntary and aligned with our corporate sustainability commitment. As well as seeking to avoid and minimise our impacts to nature, the Project will consider the land required for mitigation, compensation and enhancement that can deliver BNG and wider environmental benefits, which will be identified as the Project design develops and could include wildlife corridors and GI features. This may require delivery of offsite Biodiversity Units via habitat creation or enhancement actions in strategic areas, and we will consider all options that are available to us.
4.2.200	The three sections of the Project where underground cables are used, will have implications for wastewater and water supply assets and will require diversions - this includes large water main supply pipes and the rising main network connecting to the Tilbury Wastewater Recycling Centre (WRC).	National Grid is working and consulting with all third party statutory utility owners as well as the local water authorities. Where required, appropriate mitigations will be agreed in order to negotiate such existing infrastructure.

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Needs Case		
4.2.201	Criticism of Government green agenda / policy.	The Government, in its Energy White Paper (EWP), states its ambition to achieve Net Zero emissions by 2050 whilst meeting a large increase in future demand (potentially doubling by 2050). To achieve this the EWP has outlined a plan to increase energy from offshore wind to 40 GW by 2030 (target increased to 50 GW in April 2022) although it is recognised that whilst a low cost, Net Zero consistent system is likely to be composed predominantly by wind and solar it also likely to require complementing intermittent renewables with technologies including nuclear and gas with carbon capture and storage. Under its transmission licence, National Grid has a statutory duty to respond to generation customers wanting to connect to the transmission network, whether this be for wind, solar, nuclear, tidal or from other forms of generation.
4.2.202	Criticism of needs case for the Project (including following cancellation of Vattenfall).	National Grid has a statutory duty to facilitate new connections and maintain a safe National Electricity Transmission System (NETS). The Project would facilitate the connection agreements that are in place with two offshore wind farm projects and an interconnector project based on their connection into a new East Anglia Connection Node (EACN) substation. The Project will also reinforce the local transmission network which currently does not have the capacity needed to reliably and securely transport all the energy that is likely to be connected in the future – driven by the Government's plan to increase offshore wind from the current 8.5 GW to 50 GW by 2030 to meet the increased demand. The needs case is reviewed at each critical stage of the Project and without a robust demonstrable need the Project would be revised or fall away. Currently the contracted generation supported by Future Energy Scenarios (FES) show a clear need for the Project.
4.2.203	Oppose the Project (generally).	National Grid has a statutory duty to facilitate new connections and maintain a safe National Electricity Transmission System (NETS). The Project would facilitate the connection agreements that are in place with two offshore wind farm projects and an interconnector project based on their connection into a new East Anglia Connection Node (EACN) substation. The Project will also reinforce the local transmission network which currently does not have the capacity needed to reliably and securely transport all the energy that is likely to be connected in the future – driven by the Government's plan to increase offshore wind from the current 8.5 GW to 50 GW by 2030 to meet the increased demand. The needs case is reviewed at each critical stage of the Project and without a robust demonstrable need the Project would be revised or fall away. Currently the contracted generation supported by Future Energy Scenarios (FES) show a clear need for the Project.
Project Finances / Costs		
4.2.204	Criticism of the costings provided for different options by National Grid for the consultation (e.g., costings presented for offshore / access track cost has not	Construction costs are included in the overall estimated costs of each strategic option. This is set out in the Strategic Options Backcheck and Review (SOBR) document. This document is updated periodically and takes account any new cost or technology information, for instance along with any other changes in the planning and regulatory framework. Where the cost of more minor elements of each strategic option are unlikely to distinguish between options, these are not necessarily included.

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	been included / mitigation costs not included) / Request for transparent costings.	
4.2.205	Criticism that impact on property value has not been included in the costings provided for different options by National Grid for the consultation (including cumulative costs of legal fees).	National Grid is promoting what is termed a 'Nationally Significant Infrastructure Project' (NSIP). The process by which the Project must progress through the planning process is set out in the Planning Act 2008 and associated guidance. In addition, the potential impacts of the proposal are required to be assessed under environmental impact assessment regulations and legislation. There is no requirement for a potential effect on property prices to be assessed or be included in the costing of options.
4.2.206	Criticism that too much weight has been given to keeping the cost of the Project low / Criticism that National Grid have gone with the cheapest option.	Cost is one of the factors that needs to be considered in making decisions on the Project as guided by our duties under the Electricity Act 1989. The relevant National Policy Statement (NPS) is EN-5 which makes it clear that the Government considers overhead lines to be appropriate and acceptable in most instances. However, the Government is aware that overhead lines may not be appropriate in particularly sensitive areas. The process of appraising different identified options is undertaken using guidance (National Grid's Approach to Consenting). Its aim is to ensure that decisions regarding the scheme design (route, location, or technology option) are based on a full understanding and balance of the technical, socio-economic, environmental, and cost implications of each option. Once all identified options have been appraised, the option or options that best meet National Grid statutory duties and obligations are selected as the preferred option or options. These duties include balancing the need to be economic and efficient, which includes keeping costs down in the interests of the bill-paying consumers to whom the costs are eventually passed, with a duty to have regard to preserving amenity, which includes the natural environment, cultural heritage, landscape, and visual quality. The consideration of cost within the decision-making process is therefore one of our statutory duties and is not something that we could make representation to the Office of Gas and Electricity Markets (Ofgem) to waive.
4.2.207	Has environmental impact been accounted for in the costings for the Project?	National Grid has a statutory duty to develop and maintain a safe, efficient coordinated and economical network. The financial impact of a project is therefore a part of the appraisal process. The differences in cost between options can often be extremely large, especially when different technologies are being considered (e.g., an overhead line vs underground cables) as well as the length of the connection. It is therefore important to factor this into any decision we make about which option we choose. We prepare a cost estimate for each option, based on broad assumptions regarding the technology to be used and the likely length of scale of the scheme. We explain how we have done this, and which unit cost estimates we have used in the relevant report for that stage of the process, for example, Strategic Options Report, Corridor and Preliminary Routeing and Siting Study (CPRSS). The cost estimates we produce for new infrastructure include not only the total cost of construction/installation but also the lifetime operation and maintenance costs. We take account

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		of relevant recent information on costs and use a net present value (NPV) discount rate consistent with our lifetime cost calculations. We include the completion of environmental assessments and identification of appropriate mitigation for residual environmental impacts within the cost estimate for each project.
4.2.208	Queries relating to costs for construction materials (e.g., Have you taken into account the environmental impact of importing so much steel and the true costs of construction? / How much steel will be required for the pylons? (regarding increases in prices for steel) / How much concrete will be required? (regarding cost) / How much will diesel for construction machinery cost?).	National Grid works with a range of contractors to procure construction related materials such as steel for the construction of pylons for major infrastructure projects. The sourcing of these materials typically occurs when the principal construction contractor is appointed by National Grid. The appointed construction contractor will determine how much material is required and source materials that ultimately meet required technical specification, are at the current market rate and can be delivered as per the construction programme.
4.2.209	Query regarding what does National Grid estimate will be the total costs of settling claims for damages, including legal expenses?	Until we have defined the Project in more detail and engaged with all affected landowners in terms of the land use and any other potential losses, it is not possible to confirm the total cost of claims.
Project History		
4.2.210	Need to ensure that the Project is sustainable for future generations.	The Project is one of several essential network reinforcements needed to deliver on the UK's Net Zero target – without it, cleaner, greener energy generated offshore would not be able to be transported to homes and businesses across the country. To meet the predicted doubling in electricity demand by 2050 and the Government's 2050 Net Zero target, the Government's Energy White Paper (EWP), whilst not planning for a specific technology solution, predicts that *'a low cost, Net Zero consistent system is likely to be composed predominantly by wind and solar'* but also complementing intermittent renewables with technologies including nuclear. This mix of energy production is considered to provide a more sustainable approach in line with the United Nations (UN) Sustainable Development Goals and would be facilitated by this Project.
Public Rights of Way (PRoW)		
4.2.211	Concern about the negative impact on Public Rights of Way (PRoW).	Through routeing and siting, National Grid has sought to and will continue to reduce, as far as practicable, impacts and disruption to Public Rights of Way (PRoW).

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		The iterative process of route design has identified the existing PRoW network and their wider connectivity and sought where practicable to reduce and where possible remove impacts to PRoW. If mitigation is required, measures may include the temporary closure of PRoW during the construction phase, and where practicable a diversion to allow for the continued use and movement of the wider PRoW network. Effects on PRoW will be mitigated where possible, maintaining access where practicable, with closures as a last resort. We will continue to engage with relevant stakeholders on the PRoW network to enable feedback and input to be considered as the Project develops. A PRoW Management Strategy will be prepared as part of the Outline Code of Construction Practice (CoCP) and submitted with the Development Consent Order (DCO) application.
4.2.212	Suggest mitigation measures for Public Rights of Way (PRoW).	Through routeing and siting, National Grid has sought to and will continue to reduce, as far as practicable, impacts and disruption to Public Rights of Way (PRoW). The iterative process of route design has identified the existing PRoW network and their wider connectivity and sought where practicable to reduce and where possible remove impacts to PRoW. In the event that mitigation is required, measures may include, the temporary closure of PRoW during the construction phase, and where practicable a diversion to allow for the continued use and movement of the wider PRoW network. Effects on PRoW will be mitigated where possible, maintaining access where practicable, with closures as a last resort. National Grid will continue to engage with relevant stakeholders on the PRoW network to enable feedback and input to be considered as the Project develops. A PRoW Management Strategy will be prepared as part of the Outline Code of Construction Practice (CoCP) and submitted with the Development Consent Order (DCO) application.
4.2.213	Suggest that Public Rights of Way (PRoW) should be dealt with as a single topic area and not split between landscape and social economic.	Impacts on the Public Rights of Way (PRoW) network and PRoW users is being assessed as part of the Environmental Impact Assessment (EIA) and presented in relevant chapters of the Environmental Statement (ES) (including landscape and visual, socio-economic, recreation and tourism and traffic and transport). The ES will identify and assess the likely significant effects on the PRoW network and its users from the construction and operation of the Project and will recommend appropriate mitigation measures (in consultation with relevant stakeholders) to reduce potential effects. A cumulative effects assessment of PRoW will also be presented in the ES where there are multiple effects from various environmental chapters on single PRoW receptors and also with other development. The scope of the EIA is included in the Scoping Report which was submitted to the Planning Inspectorate in November 2022 and their Scoping Opinion received in December 2022.
4.2.214	Suggest that there is insufficient information on the impact on Public Rights of Way (PRoW) for the Project, and request for a separate PRoW impact document with plans covering the affected PRoWs and details of the effect upon them (e.g. temporary/permanent	Through routeing and siting, National Grid has sought to and will continue to reduce, as far as practicable, impacts and disruption to Public Rights of Way (PRoW). An assessment of impacts on PRoW will be provided as part of the following chapters in the Environmental Statement (ES) - Landscape and Visual, Socio-economics, Health and Wellbeing and Traffic and Transport. Mitigation measures are likely to include temporary closures and diversions. A cumulative effects assessment of PRoW will also be presented in the ES where there are multiple effects from various environmental chapters on single PRoW receptors and also with other development. A PRoW Management Strategy will be provided as an appendix to the Outline Code of Construction Practice (CoCP) and submitted with the application for development consent.

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	diversions/closures – duration of etc., PRoW proposed as construction and/or maintenance access, mitigation for continued, safe public access (during construction), opportunities for improvements to existing PRoW routes e.g. enhanced surfacing), like the information provided on PRoW for the North Falls Project.	
4.2.215	Suggest the following in relation to Public Rights of Way (PRoW); - that a pre and post condition survey must be carried out including identification and assessment of surface condition and with a scope of coverage and methodology to be agreed with the Council as Highway Authority, including pre-construction work where PRoW might be used to gain access to the Project and reinforcement works might be required prior to use by vehicles; - that, where impacted by the Project, any PRoW should be restored to original condition or to a condition agreed with the Council (where there are existing defects, the National Grid should agree restoration measures with the Council, and this should be included within a Code of Construction Practice);	National Grid is currently engaging with all Local Authorities and agreeing on a formalised Public Rights of Way (PRoW) Strategy which will cover all these topics and how they will be typically approached and applied where the Project interfaces with such. This will ensure that going forward each PRoW is suitably assessed following an agreed methodology, the outputs of which will define how each PRoW will be approached and managed both during and after construction. All PRoW identified as interfacing with the Project will be documented in the Project's Construction Traffic Management Plan (CTMP) along with typical mitigation.

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	- that any pre-construction works must not obstruct or disturb any public rights of ways unless agreed with the Council, management measures should be discussed and any temporary closures will need to be included in the application. National Grid should provide an alternative route for the public to use if a PRoW is closed at a suitable surface, gradient and distance with no road walking between destination points. Any closure should be advertised in advance on site and in local media, to the local parish councils and including a map showing extent of closure and alternative route. The closure should be signed appropriately; and - that there should be no new gates or stiles erected on any public rights of way that are impacted by the cable corridor and any other associated site.	
Question		
4.2.216	How is construction undertaken where the route passes over a road? (e.g., on agricultural land, the cables would be laid along the ground before being pulled up to the two pylons at either end but is this the case over a road?).	Third party assets like roads and rail will need to be crossed. The process for installing the line would be for scaffold to be erected either side of the road, and then a net erected over the road between the two scaffold structures. At the same time this is installed, bonds (the term for the rope / cable used to pull the individual conductors) would be pulled across that would then be used to pull the new conductor in to place over the scaffold. The process of erecting the scaffold and netting has minimal impact to the flow of traffic and is a common occurrence on our refurbishment projects when replacing the conductors on existing routes.

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4.2.217	Query regarding the whole life carbon impact of the Project compared with the whole life carbon impact of an offshore route.	The whole life carbon impact of either an onshore solution or offshore solution has not been assessed as it is not considered to be a distinguishing factor when comparing options. The Project is proposed to connect very significant amounts of low carbon and renewable energy to minimise the carbon impact through decarbonisation of the UK.
4.2.218	Request for further information on the data being considered regarding the potential of future impacts on utilities services (i.e., given the extensive nature of the undergrounding proposals); and how is this going to be managed in terms of responsibilities and due diligence if other underground infrastructure is required.	In planning the underground cable sections, National Grid considers all existing utilities and agrees interface and mitigation arrangements (where required) with their owners. We also consider any such future installations where planning applications are in the system and visible and likewise as part of the consultation process, we contact all third party utility providers in the area. This will be reviewed as the Project progresses to Development Consent Order (DCO) application submission.
Request		
4.2.219	Concern that the Project passes through the Linford public water supply borehole Source Protection Zone (SPZ) 2 as Essex and Suffolk Water have recently raised concerns about the proximity of the Lower Thames Crossing route which passes to the west of this borehole. Request for clarification on whether there is going to be a risk assessment looking at this borehole.	Where proposed underground cable sections interact with groundwater Source Protection Zone (SPZ) 1 and 2, a preliminary groundwater appraisal, including engagement with relevant water authorities/operators, will be undertaken to identify whether further targeted hydrogeological risk assessment is required.
4.2.220	Please can you confirm when the consultation to the general aviation sites within 4 km of the preferred corridor will take place?	National Grid has appointed an independent aviation consultancy which has engaged with (with National Grid also present) airfields potentially affected by the Project. National Grid is and will continue to develop its proposals taking into account the potential for effects on aviation interests and will continue to consult with potentially affected airfield operators and relevant regulators at the 2024 statutory consultation.

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4.2.221	Request a site specific risk assessment to include calculations of the maximum possible levels of non-ionizing radiation at the nearest residential properties at various floor levels. Suggest that the values obtained shall be compared to the current guidelines of the International Commission on Non-Ionizing Radiation Protection (ICNIRP) limits for exposure to electromagnetic radiation. Suggest that the levels quoted shall be during operation at maximum capacity/power. Request that a valid ICNIRP certificate must also be submitted.	The Government's policy on Electric and Magnetic Fields (EMF) is set out in National Policy Statement (NPS) EN-5, which includes compliance with the International Commission on Non-Ionizing Radiation Protection (ICNIRP) public exposure limits as well as its precautionary policy on overhead line EMFs. Accompanying this is a Code of Practice 'Power Lines: Demonstrating compliance with EMF public exposure guidelines' which sets out the requirements Government has set for field producers, such as National Grid to demonstrate its equipment meets the ICNIRP exposure limits. This includes details of the parameters to calculate compliance, one of which is using the 100% continuous rating of the circuits (maximum). We will ensure that all overhead lines comply with those exposure limits demonstrated using the principles of the Code of Practice on Compliance, which will be publicly available as part of the Development Consent Order (DCO) process.
4.2.222	Request both a noise assessment (with regard to noise levels) and lighting assessment associated with both construction phases of the proposal and operational noise / light following commissioning. Request that the assessment methodology should be submitted to and agreed with the Local Planning Authority (LPA).	National Grid is undertaking an Environmental Impact Assessment (EIA) for the Project. The results of this assessment will be provided in the Environmental Statement (ES) that will accompany the application for development consent. The ES will identify and assess the likely significant effects on the environment (including from lighting and noise and vibration) during the construction and operation of the Project and will recommend appropriate mitigation measures to reduce potential effects. We will continue to engage with a range of stakeholders (including Statutory Environmental Bodies (SEBs) and relevant Local Planning Authorities (LPAs)) throughout the development of the Project design and environmental assessment work.
4.2.223	Request for confirmation that no fluid filled cables are proposed as these can leak and could pose a risk to ground and sometimes surface water.	National Grid can confirm that no fluid-filled cables are proposed to be used for the Project.

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4.2.224	Request for further information – whether the applicant has considered the hazard classification of any chemical substances that may be proposed to be present at the development.	National Grid is working and consulting with all third party statutory utility owners. Where required appropriate mitigations will be agreed in order to negotiate such existing infrastructure. The construction of the Project will be highly technical and will require specialised contractors with the required expertise and experience, sourced via a competitive tender.
4.2.225	Request for further information on construction compounds (e.g., size and proposed locations).	Details for the temporary works requirements including the location of construction compounds must respond to the latest proposed siting of permanent assets. As such we needed to consider the feedback from the 2023 non-statutory consultation and modifications made in response. Details of the temporary works will be available in the 2024 statutory consultation.
4.2.226	Request for further information on construction methods (including on the treatment of soils along the length of the construction) and timescales of pylon installation.	The construction of the Project will be highly technical and will require specialised contractors with the required expertise and experience, sourced via a competitive tender. However, National Grid promotes the use of local supply chain and small and medium enterprises (SMEs) through the main construction contractors they employ. As part of the ongoing Project development more detailed ground investigation and soil (topsoil and subsoil) surveys will be undertaken and fed into the development process. This information will be held and continue to be referenced throughout the lifecycle of the Project design. Any location specific parameters will be fed into the detailed design process and mitigated against as the design continues to evolve. Topsoil and subsoil textures will be identified to support the detailing of soil handling strategies for different soil types. The Environmental Statement (ES) will include a risk assessment in relation to contamination that is likely to be present, and mitigation measures put in place where required, and a protocol will be included within the Outline Code of Construction Practice (CoCP) for dealing with any unexpected contamination. We are anticipating that the construction period will start in early 2027 with energisation planned for 2030. There will be works continuing beyond 2030 to reinstate the land and the timescales for that phase is not defined at this stage. Works at individual pylon locations won't be continuous during this time period.
4.2.227	Request for further information on different pylon designs (e.g., advantages and disadvantages / dimensions / impacts).	The 2024 preferred draft alignment reflects the use of standard lattice pylons. The use of other pylon designs is still under consideration, if an overhead line route is progressed. National Grid is and will continue to carry out further assessments on pylon design. Our assessments will include visual impacts and mitigation, environmental and ecological considerations, construction, and lifetime maintenance effects. Different designs in use in the UK include: • standard lattice; • lower height lattice; and • T-pylons. The findings from our assessments will be published in Appendix C of the Design Development Report as part of our 2024 statutory consultation. We will continue to consider the use of alternative pylon types should further feedback be received from the 2024 statutory consultation.

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4.2.228	Request for further information on house prices, impact on land and homeowners.	House values depend on a number of different factors, and it can be difficult to single out any one factor that will affect property prices. National Grid does recognise that the visual impact of a new overhead infrastructure can cause significant concern for many local communities and property owners, so when routeing new infrastructure National Grid always tries to avoid communities and individual properties as much as possible and where unavoidable maximise the distance from individual properties. UK law does not prescribe any minimum distance between overhead lines and properties. If you have specific concerns regarding the impact on your property, we encourage you to seek third party advice. Alternatively contact the lands team, Norwich-Tilbury@fishergerman.co.uk or by calling us on Freephone 0808 175 3314.
4.2.229	Request for further information on material compounds, haul routes and staff facilities.	Details for the temporary works requirements including the location of construction compounds must respond to the latest proposed siting of permanent assets. As such we needed to consider the feedback from the 2023 non-statutory consultation and modifications made in response. Details of the temporary works will be available in the 2024 statutory consultation.
4.2.230	Request for further information on the carbon emissions associated with construction of the Project.	The Environmental Statement (ES) will be supported by an estimate of the greenhouse gas emissions associated with the construction phase of the Project, comparing this against UK emissions to determine if the Project is likely to have an impact on the ability of the Government to meet its carbon reduction targets. The assessment will look to identify potential opportunities to save carbon.
4.2.231	Request for further information regarding drainage to be provided for future consultation (e.g. details should include any temporary works (culverts) to ordinary water courses, drainage channels for the purpose to give access to the Project location / surface water management during the construction of office, storage compounds / required mitigation to prevent onsite/offsite flooding / measures taken to prevent any pollutants entering surface water or ground water / appropriate measures to deal with spills and leakages onsite).	This level of detail will be made available during the 2024 statutory consultation based on the preferred routeing and sitting.

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4.2.232	Request for further information regarding flood risk and mitigation.	National Grid will be preparing a Flood Risk Assessment (FRA) for the Project which will be submitted as part of the application for development consent. The FRA will outline the proposed mitigation measures/commitments to ensure the Project is safe from flooding over its lifetime and that there is no detrimental impact on flood risk from rivers and the sea as a result of Project interactions with Flood Zone 3. The exact requirements for any potential mitigation measures have not been fully developed at this stage but may include flood compensation proposals if necessary. We will continue to engage with a range of stakeholders (including Statutory Environmental Bodies (SEBs) and relevant Local Planning Authorities (LPAs)) throughout the development of the Project design and environmental assessment work.
4.2.233	Request for information about mitigation measures for the Project (e.g., mitigation for construction).	The mitigation package for the Project will be developed once the baseline information and a detailed impact assessment has been completed. National Grid will continue to engage with Natural England and Local Planning Authorities (LPAs) on aspects relating to biodiversity and the natural environment, including appropriate mitigation measures and techniques and will take their views into account as the Project continues to develop. The Environment Act 2021 introduces a mandatory requirement for 10% Biodiversity Net Gain (BNG) for new Development Consent Order (DCO) developments (which is not yet in force). We have committed to deliver Net Gain of at least 10% or greater in environmental value (including BNG) on all construction projects. The Net Gain target for the Project is currently voluntary and aligned with our corporate sustainability commitment. As well as seeking to avoid and minimise our impacts to nature, the Project will consider the land required for mitigation, compensation and enhancement that can deliver BNG and wider environmental benefits, which will be identified as the Project design develops. This may require delivery of offsite Biodiversity Units via habitat creation or enhancement actions in strategic areas, and we will consider all options that are available to us.
4.2.234	Request for information on the cost benefit work behind the Project, the methodology and assumptions behind this work, options considered and reasons for promoting the preferred onshore option.	The consultation documents and materials that were presented at the consultation include the Design Development Report (DDR) 2023, an in-depth technical document detailing the work we have undertaken to date, and the Strategic Options Backcheck and Review (SOBR) 2023, which provides an overview of the appraisal approach we have used to date to consider strategic options.
4.2.235	Request for information on the financial modelling National Grid has done on the cost of undergrounding.	The explanation of how National Grid has arrived at estimated costs for underground cabling is set out in the 2023 Strategic Options Backcheck and Review (SOBR) and 2024 SOBR.
4.2.236	Request for National Grid to coordinate their projects in Suffolk and actively engage with the Councils via a Memorandum of Understanding, with regards	National Grid knows that its responsibility as a business goes beyond safely building new energy infrastructure to enable a cleaner, fairer, and affordable future. We want to leave a lasting positive impact where we build our projects, to help those areas and communities thrive and to support a sustainable future. Our Responsible Business Charter sets out our commitments and ensures that responsibility is woven through everything we do. It focusses on five key areas where we believe we can really make a difference: the environment, our communities, our people, the economy, and our governance.

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	to Norwich to Tilbury, Sea Link and Bramford to Twinstead, to secure benefits for and investment in local businesses and employment networks.	We are working with stakeholders and communities to understand what is important to them and will endeavour to deliver initiatives in the region to support those priorities. There are four key areas where we believe we can bring benefit to those who are hosting the infrastructure that supports the green energy transition: • Natural Environment – we will build partnerships with environmental groups and non-governmental organisations (NGOs) where we can support initiatives that enhance the landscape, biodiversity, and availability of green space within the areas we are constructing our projects; • Net Zero – we will help to support the region in achieving its own net zero priorities; • Skills and Employment – we are extending our Grid for Good programme, and building other partnerships, to deliver training and skills development in the region, to encourage the next generation of green energy workers; and • Community Grant Programme – when projects are in construction, through our Community Grant Programme, charities and not- for- profit organisations can apply for a grant towards community-based initiatives that deliver social, economic, and environmental benefits. In addition, the Government recently ran a consultation seeking views on how community benefits should be delivered for communities that host onshore electricity transmission infrastructure. We will continue to work with the Government and regulator as they define the details of these schemes emerging from the consultation and, once published, will work to understand what this means for our projects.
4.2.237	Request further pre-application discussions with relevant district councils after the heritage assessment is completed.	National Grid will continue to engage with Historic England and relevant Local Planning Authorities (LPAs) on aspects relating to heritage, including appropriate mitigation measures and techniques and to take their views into account as the Project continues to develop.
4.2.238	Request that a detailed assessment of the Project against National Policy Statements (NPS), the Horlock and the Holford Rules is provided.	The Project has been developed in line with guidance in the National Policy Statements (NPS) and informed by Holford and Horlock Rules. These are most appropriately applied to decision making at a relatively localised level with the main reasons for decision making set out in the Design Development Report (DDR) published as part of the 2023 non-statutory consultation. A Planning Statement outlining how the Project aligns with Planning Policy will form part of the material submitted with the application for a Development Consent Order (DCO).
4.2.239	Request that construction is carried out in the minimum possible timeframe and that no works are carried out during evenings or weekends (i.e., to minimise disruption to residents).	Should consent be granted in 2026, it is anticipated that access and construction of the Project would commence in 2027, starting with enabling workings including site clearance activities, the installation of construction compounds and access roads. It is expected the main construction works will continue through to 2031. While the phasing of the construction programme is yet to be confirmed, the phasing will be programmed and sequenced to reduce disruption to the local surroundings and the environment, residents, businesses and roads users as far as practicable. National Grid will continue to discuss proposed construction working hours with the relevant Local Planning Authorities (LPAs) and further details will be presented in the Environmental Statement (ES). It is currently assumed that the core working hours for construction would be:

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		• Mondays to Fridays: 07:00–19:00 • Saturdays, Sundays, and Bank Holidays: 08:00–17:00 Work outside of the core working hours might be required in certain circumstances and would be carried out following consultation with the relevant LPAs. A Draft Outline Code of Construction Practice (CoCP) and a Draft Outline Construction Traffic Management Plan (CTMP) will be prepared and submitted with the application for development consent. These documents will provide a framework for detailed management plans to be prepared at detailed design stage in order to reduce and mitigate potential impacts and / or disruptions that may arise during the construction phase.
4.2.240	Request that cumulative impact of the Project on heritage with other large-scale developments or similar schemes should be considered as part of the Heritage Desk-Based Assessment (DBA).	A cumulative effects assessment for the historic environment will be presented in the Environmental Statement (ES), informed by the baseline assessment in the Desk Based Assessment (DBA).
4.2.241	Request that decommissioning of the Project is considered (e.g., included within environmental assessments).	There are currently no specific plans to decommission the Project. It is expected that the transmission of electricity would continue for as long as there is a business case for doing so and that any decommissioning activity would occur decades into the future. To date, relatively few transmission projects have been decommissioned since the main expansion of such infrastructure in the 1950s and 1960s. The cables and pylons for overhead transmission lines are replaced periodically, ordinarily under National Grid's permitted development rights. The pylons comprise open, lattice structures which can be easily dismantled. It is expected that proposals for decommissioning would be subject to separate consenting procedures, including environmental assessment of the proposed activities, and taking account of the baseline as it exists at the time of decommissioning. Undertaking an assessment of the potential decommissioning of the Project infrastructure at this stage is expected to be so heavily based on assumptions that it would not serve any useful purpose. Consequently, decommissioning has been scoped out of the Environmental Impact Assessment (EIA). However, a high-level summary of potential effects for each environmental topic will be appended to the Environmental Statement (ES).
4.2.242	Request that National Grid include steps to remove the risk of damage to Anglian Water assets from plant and machinery including haul roads, within their Construction Environmental Management Plan (CEMP) and that a plan and geographic information	In planning the Project, National Grid considers all existing utilities and agree interface and mitigation arrangements (where required) with their owners. We also consider any such future installations where planning applications are in the system and visible and likewise as part of the consultation process we contact all third party utility providers in the area. This will be reviewed as the Project progresses to Development Consent Order (DCO) application submission.

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	system (GIS) layer is provided showing all Anglian Water asset interactions and diversions.	
4.2.243	Request that National Grid provide documentation demonstrating that steps will be taken to safeguard agricultural land quality in the long term to as near existing quality as far as is possible, and that these proposals are formulated following advice from a soil scientist.	Documents are available through the Project website in relation to best practice for overhead line and underground cable construction. During construction, topsoil and sub soil will be stripped where needed, stored appropriately and managed for the duration of the Project and reinstated on completion of the works.
4.2.244	Request that public health is given adequate consideration for the Project, with a summation of relevant issues provided into a specific section of the Environmental Statement (ES), and including key information, risk assessments, proposed mitigation measures, conclusions and residual impacts, relating to human health. With this, request that compliance with the requirements of National Policy Statements (NPS) and relevant guidance and standards are also highlighted in this section. Additionally request that the advice document *'Advice on the content of Environmental Statements accompanying an application under the Nationally Significant Infrastructure Project (NSIP)*	The Environmental Statement (ES) will contain a separate chapter relating to health and wellbeing. The assessment methodology is being discussed with relevant stakeholders. The ES will consider current legislation, together with national, regional and local plans and policies. We will also submit a Planning Statement with our Development Consent Order (DCO) application. The Planning Statement will set out the planning policy context and assess the Project against policy requirements (including the National Policy Statement (NPS)), including an assessment of the overall planning balance.

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	Regime' produced by Public Health England and its recommendations are considered when preparing an ES. Where impacts relating to health and/or further assessments are scoped out, National Grid should fully explain and justify this within the submitted documentation.	
4.2.245	Request that settings impact should be considered for all designated and non-designated heritage assets on the route (focus should not be given to grade I and II/ designated assets but should encompass all assets).	The scope of the Historic Environment Assessment is being undertaken in accordance with the Scoping Report, Scoping Opinion and through ongoing engagement and agreement with Historic England and relevant Local Planning Authorities (LPAs). It will also be in accordance with relevant legislation and planning policy, which requires assessment to be proportionate to the potential impact. Consequently, setting assessment will be undertaken for all designated heritage assets and specifically identified non-designated heritage assets, rather than all non-designated heritage assets, within the Study Areas for the Project.
4.2.246	Request that the Environmental Impact Assessment (EIA) should include a Heritage Desk-Based Assessment (DBA), to identify all heritage assets which have the potential to be impacted by the Project and which should therefore be taken forward for further assessment. Suggest that a methodology for this should be provided and it is recommended that this is informed by Historic Environment Good Practice Advice in Planning Note 12: Statements of Heritage Significance and Historic Environment Good Practice Advice in Planning Note 3: The Setting of Heritage Assets	National Grid is writing up its Historic Environment Assessment which will form part of the Environmental Impact Assessment (EIA) process to identify likely significant effects on heritage assets. To inform this assessment, we are undertaking desk-based assessment and a suite of archaeological surveys to understand the baseline historic environment and refine the Project design further. The Historic Environment Assessment for the Project is being undertaken in line with best practice guidance for the assessment of baseline and impacts to heritage assets. This includes Historic England guidance. The scope of the Historic Environment Assessment is being undertaken in accordance with the Scoping Report, Scoping Opinion and through ongoing engagement and agreement with Historic England and relevant Local Planning Authorities (LPAs). It will also be in accordance with relevant legislation and planning policy. We will continue to engage with Historic England and relevant LPAs on aspects relating to heritage, including appropriate mitigation measures and techniques and to take their views into account as the Project continues to develop.

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	(Second Edition). For this, suggest that a Study Area of 5 km from the graduated swathe boundary is adopted for identifying which heritage assets and their settings may be affected (e.g., Listed Buildings, Scheduled Monuments, Conservation Areas, Registered Parks and Gardens, and non-designated heritage assets). Request for a clear and convincing justification should it be determined that a heritage asset should be scoped out and not taken forward for further assessment.	
4.2.247	Request that the revised Network Options Assessment is shared after the end of June 2022.	The Network Options Assessment (NOA) is published by National Grid Electricity System Operator (ESO), a legally separate company to National Grid Electricity Transmission (NGET) which is developing this Project. The latest NOA and any subsequent updates are published on the ESO website.
4.2.248	Request that the views from and to each heritage asset should be considered as part of the Heritage Desk-Based Assessment, using a Zones of Theoretical Visibility (ZTV) overlayed with a Designations Map and a Viewpoint Location Plan, following the methodology for the views and visual representations in accordance with the Guidelines for Landscape and Visual Impact Assessment (GLVIA3) and guidance notes provided by the Landscape Institute. Further suggested that views be undertaken	Projects of this nature are required to assess the potential environmental impacts of the proposals, and report on those, and set out proposed mitigation, in an Environmental Statement (ES) in accordance with the relevant Environmental Impact Assessment (EIA) Regulations. The EIA starts early in the process and, in that respect, a considerable amount of assessment work has been undertaken to allow preliminary judgements to be made about the design and routeing of the Project. This has been set out in various publications (The Corridor and Preliminary Routeing and Siting Study (CPRSS), published as part of the 2022 non-statutory consultation, the Design Development Report, 2022 Non-Statutory Consultation Feedback Report and Strategic Options Backcheck and Review, published as part of the 2023 non-statutory consultation) with feedback helping shape the preliminary proposals. Further detailed assessment work has been undertaken since the 2023 non-statutory consultation and is published in the Preliminary Environmental Information Report (PEIR) to accompany the statutory consultation stage of the Project. National Grid will be writing up its Landscape and Visual Impact Assessment (LVIA) that will, in addition to other topic specific assessments, form the latter part of the EIA for the Project. This will include a write-up of an assessment on both landscape character and visual amenity. Where likely significant effects are anticipated the LVIA will consider and identify areas where it may be necessary and appropriate to put forward potential mitigation as part of an iterative design and assessment process

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	during winter months at a minimum, to reflect and consider the *'worst case scenario'*. With this, request that all viewpoints should be consulted and agreed upon.	Proposed historic environment viewpoints have been shared with Historic England and relevant Local Planning Authorities (LPAs) for agreement to allow winter photography in 2023/2024. The historic environment viewpoints will be used to inform assessment and be presented in the ES. Historic environment viewpoints will be identified in line with Historic England's *'The Setting of Heritage Assets Historic Environment Good Practice Advice in Planning Note 3 (Second Edition)'*. The Zones of Theoretical Visibility (ZTV) produced for LVIA will be used to inform impact assessment in the ES and refine location of historic environment viewpoints. The ZTV, viewpoint photography and any visualisations will be produced in accordance with the Guidelines for Landscape and Visual Impact Assessment (GLVIA3) and guidance notes provided by the Landscape Institute.
4.2.249	Request the submission of a detailed construction management plan having regard to British Standard (BS) 5228:2009 Code of Practice of Noise and Vibration Control on Construction and Open Sites providing specific detail in respect of types of construction methods, location and timings and duration.	Construction noise and vibration will be managed in accordance with the measures set out in the Outline Code of Construction Practice (CoCP). Contractors will be required to follow good construction practices (referred to as BPM (Best Practicable Means)) as outlined in British Standard (BS) 5228-1 and BS 5228-2 to control noise and vibration respectively. BS 5228-1 and BS 5228-2 have Approved Code of Practice status (in England) under the powers conferred by Sections 71(1)(b), (2) and (3) of the Control of Pollution Act 1974, as enacted under The Control of Noise (Code of Practice for Construction and Open Sites) (England) Order 2015. Compliance with the good practice noise and vibration requirements stated therein became a statutory obligation under the Act.
4.2.250	Request to inform choices on species options for restoration planting schemes as well as securing temporary mitigation measures during construction.	The mitigation package for the Project will be developed once the baseline information and a detailed impact assessment has been completed. National Grid will continue to engage with relevant stakeholders (including Natural England and Local Planning Authorities (LPAs)) on aspects relating to biodiversity and the natural environment, including appropriate mitigation measures and techniques and will take their views into account as the Project continues to develop. The Environment Act 2021 introduces a mandatory requirement for 10% Biodiversity Net Gain (BNG) for new DCO developments (which is not yet in force). We have committed to deliver Net Gain of at least 10% or greater in environmental value (including BNG) on all construction projects. The Net Gain target for the Project is currently voluntary and aligned with our corporate sustainability commitment. As well as seeking to avoid and minimise impacts to nature, the Project will consider the land required for mitigation, compensation and enhancement that can deliver BNG and wider environmental benefits, which will be identified as the Project design develops. This may require delivery of offsite Biodiversity Units via habitat creation or enhancement actions in strategic areas, and we will consider all options that are available to us.
4.2.251	Request to work with National Grid and other stakeholders to develop an infrastructure skills base for the East (i.e., taking	Our Responsible Business Charter sets out our commitments and ensures that responsibility is woven through everything we do. It focusses on five key areas where we believe we can really make a difference: the environment, our communities, our people, the economy, and our governance.

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	advantage of the construction associated with the Project).	We are working with stakeholders and communities to understand what is important to them and will endeavour to deliver initiatives in the region to support those priorities. One of our priorities is a focus on skills and employment. Here in particular we are extending our Grid for Good programme, and building other partnerships, to deliver training and skills development in the region, to encourage the next generation of green energy workers.
4.2.252	Suggests that National Grid should contact the pipeline operators (JH & GM Farrer / National Grid Gas PLC /Durox Building Products Ltd / Cadent Gas Limited), to inform an assessment of whether the proposed development is vulnerable to a possible major accident.	National Grid is working and consulting with all third party stakeholders including statutory utility owners and businesses along the route and where required appropriate mitigations will be agreed in order to negotiate such existing infrastructure.
4.2.253	Request for further impact surveys (e.g., ground, ecological harm, aesthetics, health impacts, air, archaeology, heritage, economic, tourism, agricultural, environmental impact statement, soil quality, Green Belt, noise, traffic).	There is a staged approach to the process of collection of environmental data as any major project develops. National Grid is undertaking an Environmental Impact Assessment (EIA) for the Project. The assessment will be informed by a suite of field surveys and desk studies and results will be presented in an Environmental Statement (ES) that will accompany the application for development consent. The ES will identify and assess the likely significant effects on the environment resulting from the construction and operation of the Project and will recommend appropriate mitigation measures to reduce potential adverse impacts. The scope of the EIA is included in the Scoping Report which was submitted to the Planning Inspectorate in November 2022 and their Scoping Opinion received in December 2022. This provided the opportunity for statutory bodies to comment on the scope of the EIA which included our approach on Study Areas, data collection and baseline conditions for a range of environmental topics. We also discussed and agreed survey scope with stakeholders (including Statutory Environmental Bodies (SEBs) and relevant Local Planning Authorities (LPAs)) following the Scoping Opinion to ensure a robust baseline assessment. As part of the DCO process, we are required to prepare and publish preliminary environmental information referred to as the 'Preliminary Environmental Information Report' (PEIR) during the 'statutory consultation' period. The PEIR will provide details on the current potential effects of the Project and proposed mitigation measures. The statutory consultation period is expected to be held mid-2024 and during this we will welcome comments from stakeholders on the information presented in the PEIR (including our approach on data collection and baseline conditions).
4.2.254	Request to host / be involved in mitigation measures.	The mitigation package for the Project will be developed once the baseline information and a detailed impact assessment has been completed. National Grid will continue to engage with a range of stakeholders (including Statutory Environmental Bodies (SEBs) and relevant Local Planning Authorities (LPAs)) throughout the development of the Project design and environmental assessment work (including on aspects relating to appropriate mitigation measures and techniques).

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Technology / Operations		
4.2.255	Comment supportive of the use of overhead lines / pylons.	National Grid note the respondent's feedback
4.2.256	Concern about ongoing maintenance for the Project (e.g., disruption / cost).	National Grid has thousands of kilometres of overhead lines, underground cable and supporting infrastructure such as Cable Sealing End (CSE) compounds. We have well established and standardised practices to undertake maintenance works on these assets. By the implementation and adherence to such practices, cost and time efficiencies across the network have been identified and maximised where practicable. The typical lifespan of an overhead line and the underground cable elements of a project would be approximately 40 years, depending on use and location. Maintenance inspections of overhead line routes are typically undertaken using a helicopter or small aircraft / drone to monitor their condition on an annual basis. Additionally, thermal images are taken every six to eight years, which capture high-definition imagery of each pylon and allows for a detailed assessment of the condition of the pylon. To supplement the aerial photography and inspections, routine ground level walking inspections are also undertaken. The CSE compounds would contain equipment that can be accessed remotely to monitor the condition of the underground cabling.
4.2.257	Concern that overhead lines are vulnerable to weather events.	400 kV overhead lines are designed to remain robust and operational in the worst weather conditions in the UK. Although overhead lines are more susceptible to disruption from lightning and high winds, they are also comparatively easy and cost-effective to repair and maintain compared to underground cables. It should also be noted that the majority of the existing National Grid network is made up of overhead lines, which have been demonstrated to be a reliable form of electricity transmission in the UK climate. The majority of the existing National Grid transmission network is constructed from overhead lines, these are a demonstrated and reliable form of electricity transmission in the UK. They are designed to meet current design and safety standards and to operate in a range of typical and abnormal weather conditions found in the UK. Standards are regularly reviewed and any adjustments to these standards (for example with regards to climate change) would need to be applied to the entire network. At this stage no known changes are required for a new overhead line project. Unforeseen events of sufficient severity to cause damage to infrastructure are very rare in the UK but do occur. Overhead lines could be subject to adverse weather conditions such as high wind speeds and lightning strikes. In the unlikely event an overhead line was to be damaged, a network wide monitoring system would detect the fault almost immediately and the circuit would be tripped, and the live current stopped. At the point of repairing any damage, overhead lines are comparatively easier and more cost-effective to repair and maintain than alternative transmission technology. We also undertake regular inspections of the overhead line using thermal imaging to assess damage to the overhead line from weather or other causes. This means low level damage caused would be identified and repaired prior to failure of the line.

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4.2.258	Criticism of the Holford Rules (e.g., not sufficient / outdated).	National Grid disagrees that the Holford Rules are outdated as these are referenced within the policy framework which is relevant to the Project. They have and continue to be tested through a range of transmission reinforcement projects and feature in the draft 2023 National Policy Statement (NPS) EN-5 which was designated in January 2024. We would note that application of the Holford Rules typically involves balancing alternative solutions which can present conflicting Holford compliance. We use the Environmental Impact Assessment (EIA) process to inform the balance and define our proposals that we take forward, and which are also informed by feedback. Further details on the proposed routeing and siting of the Project can be found in the Design Development Reports, published as part of the 2023 non-statutory consultation and as part of the 2024 statutory consultation.
4.2.259	Criticism of use of overhead lines / pylons are an outdated / inefficient technology (e.g., susceptible to faults).	National Grid is constantly looking into new innovations and investigating alternative technology types. These are explored and assessed for suitability. Alternative technologies were investigated for the Project, these included an offshore connection using direct current (DC) technology, and various onshore connection options including: • increasing operational voltages on existing network to above 400 kV; • alternating current (AC) overhead lines (established technology); • alternative pylon types; AC underground technology; • high voltage direct current (HVDC) overhead line and underground cables; and • gas insulated line (GIL). Currently, overhead lines offer the most economic and efficient solution to transmit electricity over long distances.
4.2.260	Criticism that overhead lines are noisy in operation / Concern about noise impacts from overhead lines.	The proposed overhead line conductor design is a relatively quiet conductor that National Grid uses for overhead lines operating at 400 kV. The proposed 'triple Araucaria' design ensures that the electrical stresses on the conductors/wires remain as low as practicable. Pylon fittings, such as insulators, dampers, spacers, and clamps, are designed and procured in accordance with a series of National Grid Technical Specifications to reduce the potential for audible noise and wind-induced noise to occur. Operational noise is not likely to be significant at nearby sensitive receptors under any weather conditions. As part of the Development Consent Order (DCO) process the potential noise impacts of the overhead line during operation is being considered in the Environmental Impact Assessment (EIA) and this will be made publicly available.
4.2.261	Oppose the use of T-pylons (if the Project was to change - e.g., due to visibility of the design / helicopter maintenance and access requirements / architectural style / subsonic noise in high winds).	The 2024 preferred draft alignment reflects the use of standard lattice pylons. The use of other pylon designs is still under consideration, if an overhead line route is progressed. National Grid is and will continue to carry out further assessments on pylon design. Our assessments will include visual impacts and mitigation, environmental and ecological considerations, construction, and lifetime maintenance effects. Different designs in use in the UK include: • standard lattice; • lower height lattice; and • T-pylons.

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		The findings from our assessments will be published in Appendix C of the Design Development Report as part of our 2024 statutory consultation. We will continue to consider the use of alternative pylon types should further feedback be received from the 2024 statutory consultation.
4.2.262	Oppose the use of white pylons (if the Project was to change - e.g., due to visual impact).	National Grid uses a standard industrial grey paint colour across the majority of its assets. It is a colour we have used for several years as it provides a sympathetic balance between pylons blending into landscapes and skylines when seen from differing views and natural lighting. The new T-pylon differs in colour from the lattice pylons given its bulkier appearance. If there are areas where there are specific requirements to mitigate visual impacts and it is considered that a different paint colour may reduce the visual impact further, these will be looked at and reviewed on a case-by-case basis with the findings presented within the Environmental Statement (ES) for the Project. Through the routeing and siting exercise, we have sought to reduce the impact on landscape character and visual amenity. We are also undertaking further assessments on pylon design including consideration of visual impacts and mitigation, environmental and ecological considerations, construction, and lifetime maintenance effects. For the purposes of the initial assessment, the 2023 preferred draft alignment reflected the use of standard steel lattice pylons. The use of other pylon designs is still under consideration. We will continue to consider both landscape character and visual amenity as we develop our proposals and seek to reduce effects where practicable.
4.2.263	Suggest that pylons should be more aesthetically pleasing (e.g., work of art).	The 2024 preferred draft alignment reflects the use of standard lattice pylons. The use of other pylon designs is still under consideration, if an overhead line route is progressed. National Grid is and will continue to carry out further assessments on pylon design. Our assessments will include visual impacts and mitigation, environmental and ecological considerations, construction, and lifetime maintenance effects. Different designs in use in the UK include: • standard lattice; • lower height lattice; and • T-pylons. The findings from our assessments will be published in Appendix C of the Design Development Report as part of our 2024 statutory consultation. We will continue to consider the use of alternative pylon types should further feedback be received from the 2024 statutory consultation. National Grid uses a standard industrial grey paint colour across the majority of its assets. It is a colour we have used for several years as it provides a sympathetic balance between pylons blending into landscapes and skylines when seen from differing views and natural lighting. The new T-pylon differs in colour from the lattice pylons given its bulkier appearance. If there are areas where there are specific requirements to mitigate visual impacts and it is considered that a different paint colour may reduce the visual impact further, these will be looked at and reviewed on a case-by-case basis with the findings presented within the Environmental Statement (ES) for the Project.

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Tourism		
4.2.264	Concern about the impact of the Project on tourism.	National Grid has a duty under the Electricity Act 1989 to have regard to the desirability of (amongst other things) preserving natural beauty, and to do what it reasonably can to mitigate the associated effects of new infrastructure. Through routeing and siting we have sought to avoid, as far as practicable, locations important for leisure and tourism. This includes taking forward a preferred draft route alignment which included changes to reduce effects on sites important for tourism such as Bressingham Steam Museum and Gardens. We will continue to consider these locations as we develop our proposals and seek to reduce effects, by implementing measures such as, the use of underground cables in the areas of highest amenity value (Dedham Vale Area of Outstanding Natural Beauty (AONB)), and appropriately control construction related traffic movements during the construction phase to minimise disruption to local road users. Potential impacts on leisure and tourism will be presented within a Socio-economics, Recreation and Tourism assessment which is being written up and will form part of the Environmental Impact Assessment (EIA). As part of this assessment, a range of measures are being considered throughout the construction phase of the Project to minimise disruption on leisure and tourism. These include traffic management, signage and routeing measures. These will be identified within the Environmental Statement (ES), the Outline Code of Construction Practice (CoCP) and the Outline Construction Traffic Management Plan (CTMP).
4.2.265	Concern about the decision to move *'recreation'* into the *'traffic and transport'* assessment (e.g., as the potential impact on river users on the Stour is particularly linked to the tourism offer for the region).	National Grid is undertaking an Environmental Impact Assessment (EIA). The results of this assessment will be provided in the Environmental Statement (ES) that will accompany the application for development consent. The ES will include a Socio-economics, Recreation and Tourism chapter. This chapter will identify and assess the likely significant effects on disruption to tourism and recreational assets resulting from the construction and operation (and maintenance) of the Project and will recommend appropriate mitigation measures (in consultation with relevant stakeholders) to reduce potential effects.
Visual Impact		
4.2.266	Concern about the cumulative effect of onshore National Grid projects within this section.	National Grid is, as part of the Environmental Impact Assessment (EIA) for the Project, undertaking a cumulative effects assessment in accordance with the Planning Inspectorate's Advice Note Seventeen 'Cumulative Effects Assessment'. We will also engage with developers of infrastructure projects and other National Grid project teams in the area to understand their development plans and to identify complementary design principles and parameters where available and if practicable.
4.2.267	Concern about the cumulative effect of the Project alongside existing overhead lines.	National Grid is, as part of the Environmental Impact assessment (EIA) for the Project, undertaking a cumulative effects assessment in accordance with the Planning Inspectorate's Advice Note Seventeen 'Cumulative Effects Assessment'. Projects of this nature are required to assess the potential environmental impacts of the proposals, and report on those, and set out proposed mitigation, in an Environmental Statement (ES) in accordance with the relevant EIA

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		Regulations. The EIA starts early in the process and, in that respect, a considerable amount of assessment work has been undertaken to allow preliminary judgements to be made about the design and routeing of the Project. This has been set out in various publications (The Corridor and Preliminary Routeing and Siting Study (CPRSS), published as part of the 2022 non-statutory consultation, the Design Development Report, 2022 Non-Statutory Consultation Feedback Report and Strategic Options Backcheck and Review, published as part of the 2023 non-statutory consultation) with feedback helping shape the preliminary proposals. Further detailed assessment work has been undertaken since the 2023 non-statutory consultation and is published in the Preliminary Environmental Information Report (PEIR) to accompany the statutory consultation stage of the Project. National Grid will be writing up its Landscape and Visual Impact Assessment (LVIA) that will, in addition to other topic specific assessments, form the latter part of the EIA for the Project. This will include a write-up of an assessment on both landscape character and visual amenity. Where likely significant effects are anticipated the LVIA will consider and identify areas where it may be necessary and appropriate to put forward potential mitigation as part of an iterative design and assessment process. For the LVIA, information will be gathered on the existing applicable environment / receptors and presented as the baseline. Any existing infrastructure (such as existing transmission lines and associated wirescapes) will form part of the baseline environment for the Project to be assessed against, to identify if significant landscape and / or visual effects are likely to arise. In the event significant effects are predicted, where possible, mitigation measures will be proposed to reduce the effect as far as practicable. The findings and conclusions of the LVIA and other topics assessments will then be considered within the cumulative impact assessment for the Project. Our 2024 statutory consultation will publish details of the Project including proposals to replace certain sections of 132 kV overhead line connection with underground cable. We will continue to liaise with UK Power Networks (UKPN) on other opportunities where the Project may facilitate opportunities for 132 kV network rationalisation.
4.2.268	Concern that the Project will be unsightly / visually intrusive (e.g., overhead lines, Cable Sealing End (CSE) compounds and substations).	The relevant National Policy Statement (NPS) is EN-5 which makes it clear that the Government considers overhead lines to be appropriate and acceptable in most instances, although it recognises that that there may be, at particularly sensitive locations, potential adverse landscape and visual impacts of an overhead line that make it inconsistent with our duties and relevant planning policy. In such cases the use of 400 kV underground cable would be adopted between carefully sited Cable Sealing End (CSE) compounds noting that such structures themselves may give rise to visual effects. The proposed East Anglia Connection Node (EACN) substation siting has also considered the potential for landscape and visual effects and whether particular sites provide greater screening or potential for screening to reduce effects. Projects of this nature are required to assess the potential environmental impacts of the proposals, and report on those, and set out proposed mitigation, in an Environmental Statement (ES) in accordance with the relevant Environmental Impact Assessment (EIA) Regulations. The EIA starts early in the process and, in that respect, a considerable amount of assessment work has been undertaken to allow preliminary judgements to be made about the design and routeing of the Project. This has been set out in various publications (The Corridor and Preliminary Routeing and Siting Study (CPRSS), published as part of the 2022 non-statutory consultation, the Design Development Report, 2022 Non-Statutory Consultation Feedback Report and Strategic Options Backcheck and Review, published as part of the 2023 non-statutory consultation) with feedback helping shape the preliminary proposals. Further detailed assessment work has been undertaken since the 2023 non-statutory consultation and is

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		published in the Preliminary Environmental Information Report (PEIR) to accompany the statutory consultation stage of the Project. National Grid will be writing up its Landscape and Visual Impact Assessment (LVIA) that will, in addition to other topic specific assessments, form the latter part of the EIA for the Project. This will include a write-up of an assessment on both landscape character and visual amenity. Where likely significant effects are anticipated the LVIA will consider and identify areas where it may be necessary and appropriate to put forward potential mitigation such as screen planting and softening as part of an iterative design and assessment process.
4.2.269	Concern that the Project will cause a negative impact on landscape / views.	The relevant National Policy Statement (NPS) is EN-5 which makes it clear that the Government considers overhead lines to be appropriate and acceptable in most instances, although it recognises that that there may be, at particularly sensitive locations, potential adverse landscape and visual impacts of an overhead line that make it inconsistent with our duties and relevant planning policy. National Grid through the routeing and siting exercise has sought to reduce the impact on landscape character and visual amenity. We will continue to consider both landscape character and amenity value as we develop our proposals and seek to reduce effects. Measures to reduce such effects have included the use of underground cables in the areas of highest amenity value such as the Dedham Vale Area of Outstanding Natural Beauty (AONB) and its setting and careful consideration of siting of infrastructure and pylons. Projects of this nature are required to assess the potential environmental impacts of the proposals, and report on those, and set out proposed mitigation, in an Environmental Statement (ES) in accordance with the relevant Environmental Impact Assessment (EIA) Regulations. The EIA starts early in the process and, in that respect, a considerable amount of assessment work has been undertaken to allow preliminary judgements to be made about the design and routeing of the Project. This has been set out in various publications (The Corridor and Preliminary Routeing and Siting Study (CPRSS), published as part of the 2022 non-statutory consultation, the Design Development Report, 2022 Non-Statutory Consultation Feedback Report and Strategic Options Backcheck and Review, published as part of the 2023 non-statutory consultation) with feedback helping shape the preliminary proposals. Further detailed assessment work has been undertaken since the 2023 non-statutory consultation and is published in the Preliminary Environmental Information Report (PEIR) to accompany the statutory consultation stage of the Project. National Grid will be writing up its Landscape and Visual Impact Assessment (LVIA) that will, in addition to other topic specific assessments, form the latter part of the EIA for the Project. This will include a write-up of an assessment on both landscape character and visual amenity. Where likely significant effects are anticipated the LVIA will consider and identify areas where it may be necessary and appropriate to put forward potential mitigation such as screen planting and softening as part of an iterative design and assessment process.
4.2.270	Suggests that assets taken forward and selected for visualisations, as well as the type of visualisation to be applied, should be agreed with	Landscape and visual viewpoints will be used to produce technical visualisations to assist stakeholders and ultimately the Planning Inspectorate to understand the likely effects of the Project on landscape character and on views from specific points. Where practicable, viewpoints will be selected to represent several different receptor groups, for example on the edge of a settlement, on a promoted Public Right of Way (PRoW), at a high point or near to a cluster of properties.

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	Local Planning Authorities (LPAs) as early as possible.	Local Planning Authorities (LPAs), the Area of Outstanding Natural Beauty (AONB) partnership and Natural England have been given opportunity to provide feedback and input into the locations and spread of viewpoints. The aim is that viewpoints selected to represent the different groups of people likely to be affected by the Project will be agreed with Natural England and the Area of Outstanding Natural Beauty (AONB) Partnership (where required) and LPAs. It is reasonable to assume that as the Project design evolves, amendments to viewpoint locations and additional viewpoints may be required to inform the landscape and visual assessment. In the event that changes are identified and/or additional viewpoints are considered necessary these would be discussed and agreed with the applicable consultees.
Wildlife / Ecology Impact		
4.2.271	Concern about the impact of the Project (including overhead lines) on birds.	Birds are being assessed in the biodiversity assessment which will form part of the Environmental Impact Assessment (EIA) following extensive desk study and field work. A bespoke survey scope specifically to assess collision risk with overhead lines has been agreed with Natural England targeting wintering / passage birds. Surveys commenced in September 2022 with the assessment to be included within the EIA. Should adverse impact be identified, they will be minimised as far as possible, where practicable. It is anticipated that a range of habitats within the land required for the construction of the Project would provide suitable habitat to support breeding birds and particularly those associated with farmland habitat. A survey scope for breeding birds is currently being discussed with Natural England ahead of the 2024 breeding season to identify key areas and potential impact pathways. Any trees to be impacted will also be surveyed to determine their suitability to support barn owl. Following the completion of survey work, the subsequent assessment will be included within the EIA. The Biodiversity Net Gain (BNG) strategy will take into account protected/notable species such as those species mentioned. It is noted that birds are a mobile species, and it is likely that active nests may be encountered during the construction phase. Precautionary working methods for breeding birds will be included within the Outline Code of Construction Practice (CoCP) that will accompany the Development Consent Order (DCO) application.
4.2.272	Concern about the impact of overhead lines on birds flying.	Birds are being assessed in the biodiversity assessment which will form part of the Environmental Impact Assessment (EIA). A bespoke survey scope specifically to assess collision risk with overhead lines has been agreed with Natural England targeting wintering / passage birds. Surveys commenced in September 2022 with the assessment to be included within the EIA. Should adverse impact be identified, they will be minimised as far as possible, where practicable.
4.2.273	Concern regarding the impact of the Project on badgers.	Based on the suitability of habitats and rural location of most of the Project, it is envisaged that badgers (Meles meles) are widespread throughout the areas required for construction and operation related activities. Given the length of programme and the fact that badger setts can appear (as well as be abandoned) at any time, it is proposed that a survey as part of the Environmental Impact Assessment (EIA) will focus on main badger setts as well as existing data from local record centres. Further badger survey work relating to all other badger setts would be undertaken as part of the pre-construction works post submission of the Development Consent Order (DCO) application to ensure adherence to legislation and animal welfare.

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		Pre-construction surveys and sett classifications will be undertaken and, where appropriate, agreed working practices will be set out in the Outline Code of Construction Practice (CoCP) and necessary Natural England licences obtained. These measures will be implemented to minimise potential impacts on badgers as far as practicable.
4.2.274	Concern regarding the impact of the Project on bats (as pylons and overhead lines will be in their flight path and impact their navigation by sonar), including the following species: Noctule, Barbastelle, Pipistrelle, Long Eards, Seratine and Natterers.	Bats are being assessed in the biodiversity assessment which will form part of the Environmental Impact Assessment (EIA). Detailed bat activity surveys are underway and will continue into 2024 to identify key foraging and commuting routes for bats. Habitat found to support a wide range of bat species (including barbastelle (*Barbastella barbastellus*)) has been avoided where practicable within detailed routeing and where impact is unavoidable mitigation will be implemented. In the instance the loss of a tree(s) with potential to support roosting bats cannot be avoided, then these would be inspected / surveyed in accordance with the Bat Conservation Trust guidelines (2023) and appropriate mitigation implemented.
4.2.275	Concern that the Project will result in a negative impact on flora / plants / woodlands / hedgerows.	Through routeing and siting National Grid has sought to and will continue to reduce as far as practicable potential impacts on biodiversity including priority grassland, wetland, woodland, and hedgerow habitats. The process of route design takes account of existing biodiversity, the natural environment and, where practicable, seeks to reduce potential impacts on areas of ecological sensitivity, through avoidance or mitigation. The Environmental Impact Assessment (EIA) for the Project will assess the effects on important ecological receptors (which includes grasslands, wetlands, woodlands and hedgerows). As part of the EIA process for the Project, a suite of ecological surveys has been and will continue to be undertaken. The findings of which will inform the design and approach to mitigation. We will continue to engage with Natural England and Local Planning Authorities (LPAs) on aspects relating to biodiversity and the natural environment, including appropriate mitigation measures and techniques, and to take their views into account as the Project continues to develop. The Environment Act 2021 introduces a mandatory requirement for 10% Biodiversity Net Gain (BNG) for new Development Consent Order (DCO) developments (which is not yet in force). We have committed to deliver Net Gain of at least 10% or greater in environmental value (including BNG) on all construction projects. The Net Gain target for the Project is currently voluntary and aligned with our corporate sustainability commitment. As well as seeking to avoid and minimise impacts to nature, the Project will consider the land required for mitigation, compensation and enhancement that can deliver BNG and wider environmental benefits, which will be identified as the Project design develops. This may require delivery of offsite Biodiversity Units via habitat creation or enhancement actions in strategic areas, and we will consider all options that are available to us.
4.2.276	Concern that the Project will result in a negative impact on protected species (also use specific code if species is provided).	Through routeing and siting National Grid has sought and will continue to reduce as far as practicable potential impacts on biodiversity including protected species. The process of routeing takes account of existing biodiversity, the natural environment and, where practicable, seeks to reduce potential impacts on areas of ecological sensitivity including protected species and their associated habitats, through avoidance or mitigation. A comprehensive survey effort for a range of protected species is currently underway with surveys proposed to continue throughout 2024. The

Ref no.	Summary of matters raised	National Grid's response
		Environmental Impact Assessment (EIA) for the Project will assess the effects on protected species based on this baseline information and where/if required appropriate mitigation measures will be detailed. We will continue to engage with Natural England and Local Planning Authorities (LPAs) on aspects relating to biodiversity and the natural environment, including appropriate mitigation measures and techniques for protected species and to take their views into account as the Project continues to develop. Where/if necessary, we will seek to obtain letters of no impediment from Natural England by producing draft protected licences in advance of Development Consent Order (DCO) examination, which will ensure legal compliance and best practice guidance are adhered to and ensure that Natural England agree with our mitigation approach.
4.2.277	Concern that the Project will result in a negative impact on river ecology.	Through routeing and siting National Grid has sought and will continue to reduce as far as practicable potential impacts on biodiversity including river ecology. The process of routeing takes account of existing biodiversity, the natural environment and, where practicable, seeks to reduce potential impacts on areas of ecological sensitivity such as river corridor habitats and any associated protected species, through avoidance or mitigation. As part of the Environmental Impact Assessment (EIA) process for the Project, a suite of ecological surveys has been and will continue to be undertaken throughout 2024 including along river corridors. The EIA for the Project will assess the effects on biodiversity and where required appropriate mitigation measures. We will continue to engage with Natural England, the Environment Agency and Local Planning Authorities (LPAs) on aspects relating to river ecology, including appropriate mitigation measures and techniques and to take their views into account as the Project continues to develop. The Environment Act 2021 introduces a mandatory requirement for 10% Biodiversity Net Gain (BNG) for new Development Consent Order (DCO) developments (which is not yet in force). We have committed to deliver Net Gain of at least 10% or greater in environmental value (including BNG) on all construction projects including for river ecology. The Net Gain target for the Project is currently voluntary and aligned with our corporate sustainability commitment. As well as seeking to avoid and minimise our impacts to nature, the Project will consider the land required for watercourse mitigation, compensation and enhancement that can deliver BNG and wider environmental benefits, which will be identified as the Project design develops. This may require delivery of offsite Biodiversity Units via habitat creation or enhancement actions in strategic areas, and we will consider all options that are available to us.
4.2.278	Concern that the Project will result in a negative impact on wildlife / habitats.	Through routeing and siting, National Grid has sought and will continue to reduce as far as practicable potential impacts on biodiversity. The process of route design takes account of existing biodiversity, the natural environment and, where practicable, seeks to reduce potential impacts on areas of ecological sensitivity, through avoidance or mitigation. The Environmental Impact Assessment (EIA) for the Project will assess the impact and subsequent effects on biodiversity and if necessary, the mitigation requirements, such as habitat creation. We will continue to engage with Natural England on aspects relating to biodiversity and the natural environment, including appropriate mitigation measures and techniques, to take their views into account as the Project continues to develop. The Environment Act 2021 introduces a mandatory requirement for 10% Biodiversity Net Gain (BNG) for new Development Consent Order (DCO) developments (which is not yet in force). National Grid has committed to deliver

Ref no.	Summary of matters raised	National Grid's response
		Net Gain of at least 10% or greater in environmental value (including BNG) on all construction projects. The Net Gain target for the Project is currently voluntary and aligned with our corporate sustainability commitment. As well as seeking to avoid and minimise our impacts to nature, the Project will consider the land required for mitigation, compensation and enhancement that can deliver BNG and wider environmental benefits, which will be identified as the Project design develops. This may require delivery of offsite Biodiversity Units via habitat creation or enhancement actions in strategic areas, and we will consider all options that are available to us.
4.2.279	Request for more information on the impacts on hedgerows along the route, particular those that could be important for bat foraging and commuting routes for Barbastelle bats or Dormouse. Concern about the impact of the Project on commuting routes for Barbastelle bats and dormouse / suggest that further ecological surveys are required to assess impacts on dormouse connectivity, with other Projects.	Bats and dormouse are being assessed in the biodiversity assessment which will form part of the Environmental Impact Assessment (EIA) and have been identified as important ecological features. Detailed bat activity surveys are underway and will continue into 2024 to identify key foraging and commuting routes for bats. Dormouse surveys at key locations across the route are also underway and will continue into 2024. Habitat found to support a wide range of bat species (including barbastelle (*Barbastella barbastellus*)) and dormouse have been avoided where practicable within detailed routeing and where impact is unavoidable appropriate mitigation will be implemented.
4.2.280	Suggest ecological enhancements as part of the Project.	The Environment Act 2021 introduces a mandatory requirement for 10% Biodiversity Net Gain (BNG) for new Development Consent Order (DCO) developments (which is not yet in force). National Grid has committed to deliver Net Gain of at least 10% or greater in environmental value (including BNG) on all construction projects. The Net Gain target for the Project is currently voluntary and aligned with our corporate sustainability commitment. As well as seeking to avoid and minimise our impacts to nature, the Project will consider the land required for mitigation, compensation and enhancement that can deliver BNG and wider environmental benefits, which will be identified as the Project design develops. This may require delivery of offsite Biodiversity Units via habitat creation or enhancement actions in strategic areas, and we will consider all options that are available.
4.2.281	Suggest target for Biodiversity Net Gain for the Project (e.g., 10%).	The Environment Act 2021 introduces a mandatory requirement for 10% Biodiversity Net Gain (BNG) for new Development Consent Order (DCO) developments (which is not yet in force). National Grid has committed to deliver Net Gain of at least 10% or greater in environmental value (including BNG) on all construction projects. The Net Gain target for the Project is currently voluntary and aligned with our corporate sustainability commitment. As well as seeking to avoid and minimise our impacts to nature, the Project will consider the land required for mitigation, compensation and enhancement that can deliver BNG and wider environmental benefits, which will be identified as the Project design develops. This may require delivery of offsite Biodiversity Units via habitat creation or enhancement actions in strategic areas, and we will consider all options that are available to us.

Ref no.	Summary of matters raised	National Grid's response
4.2.282	Suggest that a 30 m buffer is maintained between the Project and designated Ancient Woodland.	Where reasonably practical, the Project will seek to increase the minimum buffer zone of 15 m (National Planning Policy Framework (NPPF) standing advice) from designated Ancient Woodland. Other mitigation measures, for example, the use of screening barriers to protect Ancient Woodland from dust and pollution will be considered for the Project and detailed within the Outline Code of Construction Practice.
4.2.283	Suggest that overhead lines are made more visible to reduce risk of bird collisions as stated in the draft National Policy Statement (NPS) EN-5 (2023) Section 2.10., and for details of this to be included in the Environmental Statement (ES).	Birds are being considered through extensive desk study and field work, with an assessment to be included within the Environmental Statement (ES) or through the Habitats Regulations Assessment (HRA) process depending on potential impact pathways. The methodology has been agreed with Natural England and initial survey work results will also feed into the design and inform any potential mitigation measures such as requirements for bird diverters.

Section A: South Norfolk feedback

Figure 4.11 - South Norfolk section map

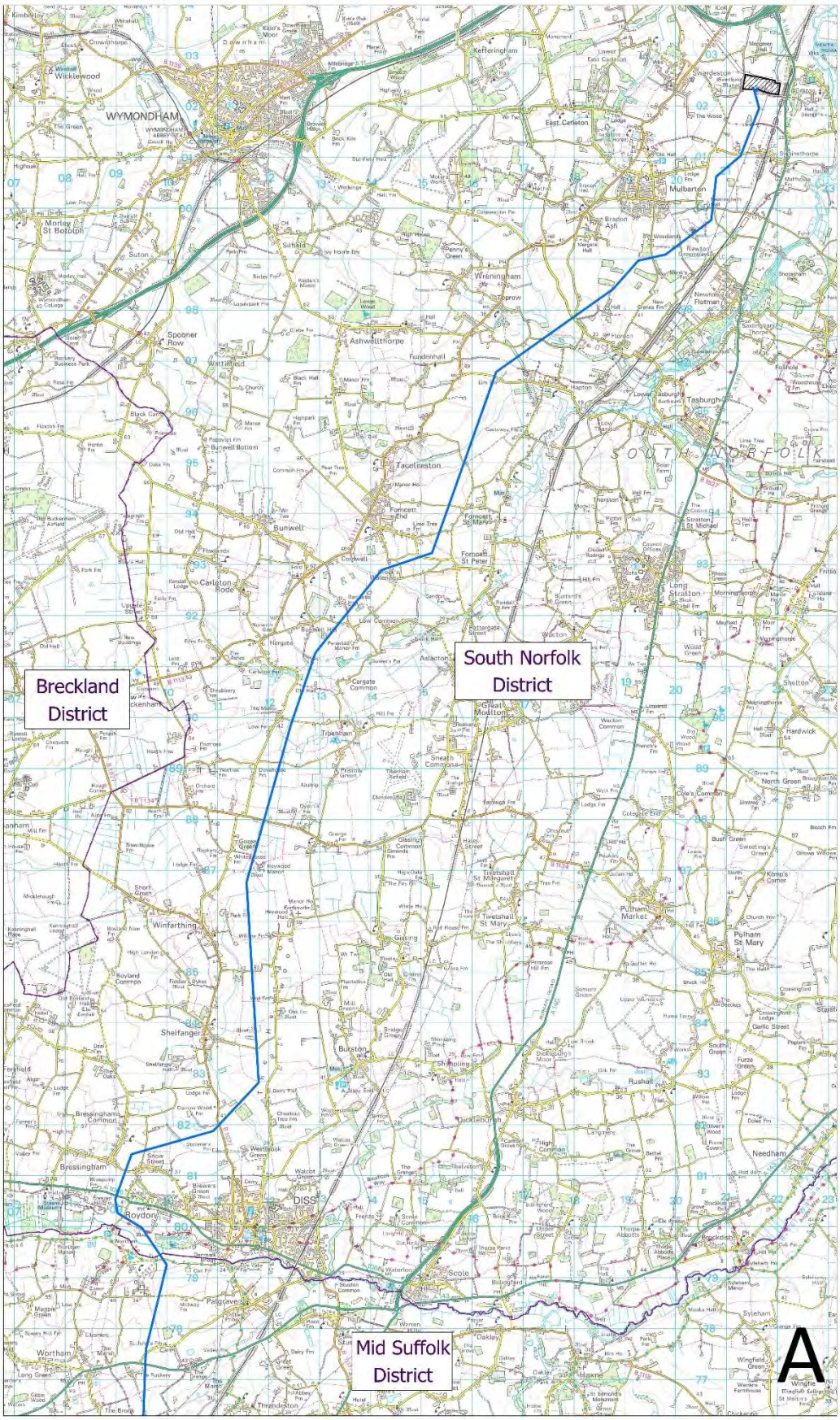


Table 4.3 - Summary of consultee comments on **Section A: South Norfolk** and National Grid's response

Ref no.	Summary of matters raised	National Grid's response
Agricultural Land		
4.3.1	Concern that the Project will take away valuable agricultural land / disrupt farming operations.	National Grid is and will continue to work with all landowners including farmers who may be affected by the proposals to understand the impacts on their operations and to work with them as the Project is developed. We will seek to work with the farming community to limit disruption where practicable. This includes providing prior warning of works which may result in the need to move livestock. Compensation claims for disturbance are considered on a case-by-case basis, if negative impact on farming operations can be proven. Particular agricultural matters can also be addressed through voluntary land agreements.
Airfields		
4.3.2	Concern about the impact of the Project on Old Buckenham Airfield / suggestion that the Project is routed away from Old Buckenham Airfield.	National Grid has appointed an independent aviation consultancy which has engaged with (with National Grid also present) Old Buckenham Airfield and Priory Farm Airfield. As a Civil Aviation Authority (CAA) licensed airfield it has a defined safeguarding area within which all proposed developments within 13 nautical miles (24 km) and above 15 metres in height are subject to consultation with the airfield. Following discussion and further assessment it has been determined that the airfield can continue to operate based on the Project design as per the proposed 2024 preferred draft alignment. The overhead line will not breach the obstacle clearance surface limits required under its CAA aerodrome licence nor have any other operational impacts on the airfield. We will continue to engage with nearby airfields and associated stakeholders – such as the Ministry of Defence, as appropriate throughout the project development process.
4.3.3	Concern about the impact of the Project on Priory Farm Airfield / suggestion that the Project is routed away from Priory Farm Airfield.	National Grid has appointed an independent aviation consultancy which has engaged with (with National Grid also present) Priory Farm Airfield. Following discussion and further assessment it has been determined, with the Project as currently proposed, that the airfields can continue to operate. We will continue to engage with nearby airfields as appropriate throughout the project development process.
4.3.4	Suggest routeing away from Tibenham Airfield.	National Grid has appointed an independent aviation consultancy which has engaged with (with National Grid also present) Tibenham Airfield. Following discussion and further assessment it has been determined, with the Project as currently proposed, that the airfield can continue to operate. We will continue to engage with nearby airfields as appropriate throughout the project development process.
Community / Social Impact		
4.3.5	Concern about the impact of the Project on children / families / residents / communities.	National Grid recognises people may have concerns about the potential impacts of living close to an overhead line, and that the uncertainty whilst the proposals are developed may cause anxiety.

Ref no.	Summary of matters raised	National Grid's response
		We have sought to reduce potential effects on communities, residents – including children - through routeing and design. We have also sought to reduce concern or uncertainty about the proposals through making timely design decisions and engaging with people and stakeholders throughout the development of the Project. The Project team will continue to engage with people potentially affected during the development of the Project, through regular communication including letters, phone calls and meetings. This will enable concerns to be raised and discussed at an early opportunity and provide a regular point of contact to respond to queries and concerns. We urge anyone with concerns to get in touch through the Norwich to Tilbury Freephone number, address or email throughout the development of the Project: • **Call our Community Helpline:** 0800 915 2497 (Lines are open Monday to Friday 9am-5:30pm) • **Email us:** contact@n-t.nationalgrid.com • **Write to us:** FREEPOST N TO T (No stamp or further address details are required) National Grid wants to leave a lasting positive impact where we build our projects, to help those areas and communities thrive and to support a sustainable future. Our Responsible Business Charter sets out our commitments and ensures that responsibility is woven through everything we do. It focusses on five key areas where we believe we can really make a difference: the environment, our communities, our people, the economy, and our governance. In addition, the Government recently ran a consultation seeking views on how community benefits should be delivered for communities that host onshore electricity transmission infrastructure. We will continue to work with the Government and regulator as they define the details of these schemes emerging from the consultation and once published, will work to understand what this means for our projects.
4.3.6	Concern about the impact of the Project on leisure.	National Grid has a duty under the Electricity Act 1989 to have regard to the desirability of (amongst other things) preserving natural beauty, and to do what it reasonably can to mitigate the associated effects of new infrastructure. Through routeing and siting we have sought to avoid, as far as practicable, locations important for leisure and tourism. We will continue to consider these locations as we develop our proposals and seek to reduce effects, by implementing measures such as the use of underground cables in the areas of highest amenity value (Dedham Vale Area of Outstanding Natural Beauty (AONB)), and appropriately control construction related traffic movements during the construction phase to minimise disruption to local road users. Where impacts on leisure and tourism are identified, these will be presented within a Socio-economics, Recreation and Tourism assessment which is being written up and will form part of the Environmental Impact Assessment (EIA). As part of this assessment, a range of measures are being considered throughout the construction phase of the Project to minimise disruption on leisure and tourism. These include traffic management, signage and routeing measures. These will be identified within the Environmental Statement (ES), the Outline Code of Construction Practice (CoCP) and the Outline Construction Traffic Management Plan (CTMP).
4.3.7	Concern about the over development of the area (e.g., cumulative impact).	With regards to multiple developments impacting specific areas and / or receptors, planning applications for each development would be considered on their own merit by the relevant determining authorities. Any such application would be considered in accordance with planning policy and considerations, such as scale, suitability, and need.

Ref no.	Summary of matters raised	National Grid's response
		Where there is certainty of a development (such as a new residential development, an offshore wind farm and its associated onshore equipment etc) being constructed, and there is adequate information in the public domain to understand the impacts of that development on the receiving environment, these will be considered within the cumulative effects assessment of the Project. The cumulative effects assessment will follow the Planning Inspectorate's Advice Note 17 'Cumulative Effects Assessment' and will be presented in the Environmental Statement (ES). National Grid will continue to engage with other developers who are proposing development in proximity of the Project to understand their requirements.
4.3.8	Concern about the impact of the Project on Heron Meadow Care Farm (centre of healing and learning and Community Interest Company).	The modifications to the Project made after consideration of feedback to the 2022 non-statutory consultation mean the Project now avoids oversail of this site. There is a pylon within approximately 100 m of the boundary, but this is not considered to restrict activities. It is noted that should the Waveney Valley alternative be progressed (as set out in the 2024 Design Development Report) then this pylon would be replaced by underground cable.
4.3.9	Concern about the impact of the Project on the operation of Priory Farm Airfield and Tibenham Airfield (regarding flightpaths, limiting types of aircraft, emergency landing procedures and communications equipment, hosting of events).	National Grid has appointed an independent aviation consultancy which has engaged with (with National Grid also present) Priory Farm Airfield and Tibenham Airfield. Following this engagement and further assessment it has been determined, with the Project as currently proposed, that the airfields can continue to operate. We will continue to engage with nearby airfields as appropriate throughout the project development process.
4.3.10	Concern about the Project being in too close proximity to recently built housing developments / land being considered for potential future development.	National Grid has obtained information on development proposals within the planning system. In some cases development proposals can be amended to be designed around our proposed infrastructure but in other cases our proposals may need to be amended at a corridor level or proposed developments factored into our detailed route design. Based on known information, and in light of changes made following consideration of feedback to the 2023 non-statutory consultation, we consider our proposals are consistent with relevant policy and guidelines and the alignment designed such that they do not prevent proposed housing developments. UK law does not prescribe minimum distances between overhead lines and homes, but any implications on landscape and visual receptors, residential amenity or from concerns about electromagnetic fields are robustly assessed as part of the Environmental Impact Assessment (EIA) and balanced as part of the decision making process. We will continue to review planning applications and engage with developers to back check and update our proposals as necessary.
4.3.11	Concern about the Project causing communities to become encircled by overhead lines.	The 2024 preferred draft alignment has been routed to achieve some separation from the existing 400 kV overhead line, such that villages are not encircled by overhead lines to both sides. Separation is inevitably reduced in certain locations due to the presence of constraints to routeing and environmental features. Detailed assessment reported in the Environmental Impact Assessment (EIA) will identify any measures considered to be necessary to reduce likely

Ref no.	Summary of matters raised	National Grid's response
		significant effects which will also consider the potential for effects potentially arising from close paralleling existing 132 kV overhead line and new 400 kV overhead line infrastructure.
Construction Impacts		
4.3.12	Concern about disruption from construction.	National Grid is undertaking an Environmental Impact Assessment (EIA) for the Project. The results of this assessment will be provided in the Environmental Statement (ES) that will accompany the Development Consent Order (DCO) application. The ES will identify and assess the likely significant effects on the environment resulting from the construction of the Project and will recommend appropriate mitigation measures (in consultation with relevant stakeholders) to reduce potential effects. Should consent be granted in 2026, it is anticipated that access and construction of the Project would commence in 2027, starting with enabling workings including site clearance activities, the installation of construction compounds and access roads. It is expected the main construction works will continue through to 2031. While the phasing of the construction programme is yet to be confirmed, it will be programmed and sequenced to reduce disruption to the local surroundings and the environment, residents, businesses and roads users as far as practicable. Further information will be presented in the ES. An Outline Code of Construction Practice (CoCP) and an Outline Construction Traffic Management Plan (CTMP) will be prepared and submitted with the DCO application. These documents will provide commitments to reduce construction impacts together with a framework for detailed management plans to be prepared at detailed design stage in order to reduce and mitigate potential impacts and / or disruptions that may arise during the construction phase.
4.3.13	Concern about the impact on traffic levels in local area caused by construction works (e.g., construction traffic travelling along local roads, road closures, etc).	National Grid will work closely with the relevant authorities and their highways teams to understand and gain information on the local road network. This information will be used to inform and guide the drafting of the Outline Construction Traffic Management Plan (CTMP) for the Project. The Outline CTMP will define the local road network to be used for construction traffic movements, highlight any restrictions to such movement and if required control working patterns and timings to ensure impacts to other road users from construction traffic related to the Project is minimised as far as practicable.
4.3.14	Concern about the impact on traffic levels near the Bramford Substation, particularly on the A12 and A14.	National Grid will work closely with the relevant authorities and their highways teams to understand and gain information on the local road network. This information will be used to inform and guide the drafting of the Outline Construction Traffic Management Plan (CTMP) for the Project. The Outline CTMP will define the local road network to be used for construction traffic movements, highlight any restrictions to such movement and if required control working patterns and timings to ensure impacts to other road users from construction traffic related to the Project is minimised as far as practicable. This will include potential cumulative effects with other projects in the vicinity. The Outline CTMP will accompany the Development Consent Order (DCO) application. National Grid will also be undertaking a Traffic and Transport Assessment that will form part of the Environmental Impact Assessment (EIA) for the Project. This assessment will identify the likely significant effects for users of the affected Public Right of Way (PRoW) such as the Angels Way and will recommend appropriate mitigation measures (in consultation with relevant stakeholders) to reduce potential effects.

Ref no.	Summary of matters raised	National Grid's response
		A Transport Assessment (TA) is being prepared as part of the EIA and submitted with the Development Consent Order (DCO) application following discussions with the relevant highway authority. This document will provide a detailed assessment of the traffic related impacts associated with the increase in traffic as a result of the Project along the local road network, and the connections to key junctions with the Strategic Road Network (SRN) like the A12 and A14.
4.3.15	Concern about noise and other disturbances resulting from construction (e.g., mud on roads, dust).	National Grid is undertaking an Environmental Impact Assessment (EIA) for the Project. The results of this assessment, which covers noise and other potential effects such as air quality, will be provided in the Environmental Statement (ES) that will accompany the Development Consent Order (DCO) application. The ES will identify and assess the likely significant effects on the environment resulting from the construction of the Project and will recommend appropriate mitigation measures (in consultation with relevant stakeholders) to reduce potential effects. We will be writing up our noise and vibration assessment that will form part of the EIA. Noise levels and the effect on residential properties as well as other sensitive areas, such as hospitals and schools are carefully considered during Project development, assessed according to the appropriate UK standards, and mitigated where necessary. We set strict technical standards for the equipment we install on our network. These standards include requirements to ensure the occurrence of audible noise is eliminated or minimised as far as practicable. Therefore, with appropriate mitigation, significant adverse effects from noise are not expected. As part of the DCO application, an Outline Code of Construction Practice (CoCP) and Outline Construction Traffic Management Plan (CTMP) will be submitted which will outline the good practice and standard control measures to reduce and mitigate potential impacts and / or disruptions that may arise during the construction phase. Many of the control measures will be based on the results from a Dust Risk Assessment (undertaken in accordance with Institute of Air Quality Management (IAQM) guidance) and will likely include wheel washing of vehicles and the correct and tidy management of works areas to reduce, as far as practicable, dust and mud entering the local road network in the form of 'track-out'.
4.3.16	Concern that the local road infrastructure is not suitable for heavy construction vehicles and machinery.	Construction access, egress and associated traffic routes are being considered and discussed with the appropriate local and national highways authorities. The detailed proposals will be consulted on during the 2024 statutory consultation.
Design Change		
4.3.17	Suggest that underground cables are used for the Project east of Wortham Ling where the Project crosses the Waveney Valley / suggest that underground cable are used near to the Waveney Valley.	National Grid continues to investigate the development of the appropriate design solution in the vicinity of the Waveney Valley via a range of investigations. Pending the outcome of those investigations the baseline remains the use of overhead lines as set out in the 2023 non-statutory consultation. However, for the 2024 statutory consultation we are proposing to also consult on a Waveney Valley Alternative which includes a section of underground cable between approximately RG084 and RG091. Whether this is ultimately taken forward (or taken forward in an amended form) will be informed by consideration of landscape and visual, ecology and heritage effects along with the findings of technical and ground investigations amongst a range of factors including feedback received. We will continue to make changes to the 2024 preferred draft alignment as we receive further feedback and as the Project develops.

Ref no.	Summary of matters raised	National Grid's response
4.3.18	Suggest relocating pylon RG045 further away from Banyard's Hall.	National Grid has routed and sited the 2023 preferred draft alignment in accordance with the Holford Rules. In order to move RG045 further away from Banyard's Hall we would have to increase the length of the overhead line and increase the number of angle pylons, which would be less consistent with the Holford Rules. Local alternatives would also be expected to transfer and increase effects to other properties and areas of woodland. We therefore are not currently proposing a change to the 2023 preferred draft alignment in this location, however we will continue to make changes to the 2024 preferred draft alignment as we receive further feedback and as the Project develops.
4.3.19	Suggest that pylons RG023 to RG027 are relocated outside of the Upper Tas Valley.	National Grid has developed the 2023 preferred draft alignment in accordance with the Holford Rules and informed by the constraints and presence of environmental features. We note Rule Five refers to preference for moderately open valleys, so a route is not inherently unacceptable within a valley. Nonetheless to respond to the suggestion to move RG023 to RG027 (which are around 1.5 km from the River Tas) we would have to increase the length of the overhead line and increase the number of angle pylons, which would be less consistent with the Holford Rules. In this location a change of routeing would also transfer effects to other residential properties and environmental features. We therefore are not currently proposing a change to the 2023 preferred draft alignment in this location, however we will continue to make changes to the 2024 preferred draft alignment as we receive further feedback and as the Project develops.
4.3.20	Suggest that the existing overhead lines in this section are reinforced / upgraded instead.	The existing transmission network in the region was upgraded during 2022 and 2023 to ensure the system is running at its most efficient performance. The existing assets / networks are not able to be upgraded sufficiently to cope with the new future demands expected on the network. As a result, new lines and substations will be required to accommodate the changing demands on the network.
4.3.21	Suggest that the Project follows the railway line between RG012 and RG020.	In developing its onshore proposals National Grid has considered the potential to parallel existing transport infrastructure (which is close to the existing 400 kV overhead line for part of this area) and consider them to be less preferred alternatives. Numerous properties (residential and commercial such as on Greenways), constraints and environmental features are present in close proximity to existing infrastructure and would be more adversely affected by close paralleling. Alternatively, if such an alternative was pursued the costs to avoid such effects (multiple direction changes for crossings of the existing overhead line or other infrastructure) would be much greater with additional limitations on the ability to achieve the necessary outages (to undertake the works safely) within the time available.
4.3.22	Suggest that underground cables are used for the entire Project.	National Grid has carefully considered the feedback received during consultation, the alternatives available, and other factors including our duties and obligations. These duties include balancing the need under The Electricity Act 1989 to be economic and efficient, which includes keeping costs down in the interests of the bill-paying consumers, with a duty to have regard to preserving amenity, which includes the natural environment, cultural heritage, landscape and visual quality. The National Policy Statement (NPS) EN-5 makes clear that *'the Government's position that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e., National Parks, The Broads, or Areas of Outstanding Natural Beauty (AONB))'*. The NPS also confirms that widespread and significant adverse landscape and/or visual impacts in other locations may also justify the use of

Ref no.	Summary of matters raised	National Grid's response
		undergrounding. We may also adopt underground cables in other circumstances such as to cross existing 400 kV overhead line infrastructure. Therefore, whilst undergrounding the whole route is not considered appropriate, National Grid's proposals do include underground cable within the Dedham Vale AONB in accordance with NPS EN-5. Prior to our 2023 non-statutory consultation we identified the need to extend the underground cable beyond the Area of Outstanding Natural Beauty (AONB) boundary because of potential effects, we have further extended this section of underground cable following consideration of feedback on our 2023 non-statutory consultation and additional investigation into potential effects. We also identified an approximately 4 km section near Great Horkesley as meeting the particularly sensitive criteria where underground cable is also proposed and following consideration of feedback to the 2023 non-statutory consultation, we are reviewing the potential to utilise around 2 km of underground cable near Diss though this is subject to review of the findings of ground investigations and further studies. Additionally, underground cable is proposed at Fairstead for a 400 kV overhead line crossing and for around 5 km for the crossing of the Lower Thames Crossing proposals and line entry to Tilbury Substation.
4.3.23	Suggest that underground cables are used from the Norwich Main Substation to Newton Flotman.	National Grid has carefully considered the feedback received during the 2023 non-statutory consultation, the alternatives available, and other factors including our duties and obligations. These duties include balancing the need to be economic, efficient, and keep costs down in the interests of the bill-paying consumers, balanced against a duty to have regard to preserving amenity, the natural environment, cultural heritage, landscape, and visual quality. National Policy Statement (NPS) EN-5 makes clear that *'the Government's position that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e., National Parks, The Broads, or Areas of Outstanding Natural Beauty)'.* The NPS also confirms that widespread and significant adverse landscape and/or visual impacts in other locations may also justify the use of undergrounding. We may also adopt underground cables in other circumstances such as to cross existing 400 kV overhead line infrastructure. No such designations or crossing locations have been identified in this section which is therefore proposed as an overhead line at this stage. We are undertaking an Environmental Impact Assessment (EIA) to assess the potential impact of the Project, and this will identify any need for additional mitigation.
4.3.24	Suggestion that the Project is routed away from / the Project should not be located at a specific location.	Further assessment and technical appraisal have been undertaken following feedback received from the 2023 non-statutory consultation which has resulted in several changes to the current draft alignment. Further details on these changes can be found in the Design Development Report (DDR), published as part of the 2024 statutory consultation. Further changes to the draft alignment will be considered as the Project develops.
4.3.25	Suggestion that the Project is routed away from / the Project should not be located at Diss.	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Diss. Beyond alternatives set out in the Design Development Report (DDR) in this area, and in the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the draft alignment. Guidelines on overhead line routeing are known as the *'Holford Rules'* which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Chapter 1 of this report.

Ref no.	Summary of matters raised	National Grid's response
4.3.26	Suggestion that the Project is routed away from / the Project should not be located at Mulbarton.	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Mulbarton. In the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the draft alignment. Guidelines on overhead line routeing are known as the Holford Rules which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Chapter 1 of this report.
4.3.27	Suggestion that the Project is routed away from / the Project should not be located at Roydon.	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Roydon. Beyond alternatives set out in the Design Development Report (DDR) in this area, and in the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the draft alignment. Guidelines on overhead line routeing are known as the Holford Rules which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Chapter 1 of this report.
4.3.28	Suggestion that the Project is routed away from / the Project should not be located at Shelfhanger.	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Shelfhanger. In the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the draft alignment. Guidelines on overhead line routeing are known as the Holford Rules which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Chapter 1 of this report.
4.3.29	Suggestion that the Project is routed away from / the Project should not be located at Tibenham.	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Tibenham. In the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the draft alignment and considering other alternatives as set out in the 2022 Corridor and Preliminary Routeing and Siting Study (CPRSS) and 2023 Design Development Report (DDR). Guidelines on overhead line routeing are known as the Holford Rules which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Chapter 1 of this report.
4.3.30	Suggestion that the Project is routed away from / the Project should not be located at Tibenham Aerodrome.	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Tibenham Aerodrome. National Grid has appointed an independent aviation consultancy which has engaged with (with National Grid also present) Tibenham Airfield. Following discussion with the airfield and further assessment it has been determined, with the Project as currently proposed, that the airfields can continue to operate. We will continue to engage with nearby airfields as appropriate throughout the project development process.
4.3.31	Suggestion that the Project is routed away from / the Project should not be located at Wortham Ling.	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Wortham Ling. Beyond alternatives set out in the Design Development Report (DDR) in this area, and in the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the draft alignment. Guidelines on overhead line routeing are known as the Holford Rules which remain a valuable tool in selecting and assessing potential overhead line route

Ref no.	Summary of matters raised	National Grid's response
		options as part of the options appraisal process. A summary of the Holford Rules is provided within Chapter 1 of this report.
Economic / Employment Impact		
4.3.32	Concern about the negative impact on businesses in the area.	Through the routeing and siting exercise National Grid has sought and will continue to reduce as far as practicable impacts to businesses. To reduce potential impacts, we are identifying businesses and enterprises and their primary function, and also those that are likely to generate tourism such as private gardens and parks. These have been and will continue to be considered during the iterative design process. Impacts on local businesses will be presented within a Socio-economics, Recreation and Tourism assessment which is being undertaken and will be written up to form part of the Environmental Impact Assessment (EIA). As part of this assessment, a range of measures will be considered throughout the construction phase of the Project to minimise disruption to businesses and their users. These measures will be identified within the Environmental Statement (ES) that will accompany the Development Consent Order (DCO) application.
4.3.33	Concern that the Project is route through the Bloys Grove Solar Plant.	In the development of the 2023 preferred draft alignment we have sought to minimize effects on existing or proposed solar farms but balance avoidance of such sites against effects on other receptors (environmental features, residential properties etc). In the case of this solar farm our proposals currently avoid the positioning of pylons within the proposed development area, while we do envisage some oversail, we do not consider this should interfere with the solar farm operation. We will engage with the developer as our proposals develop.
Environmental Impact		
4.3.34	Concern that the Project will impact designated sites (e.g., Sites of Special Scientific Interest (SSSI), Ancient Woodland and a Royal Society for the Protection of Birds (RSPB) reserve).	Through routeing and siting, National Grid has sought and will continue to reduce as far as practicable impacts on biodiversity and in particular features of high ecological value, such as Sites of Special Scientific Interest (SSSI), Special Protection Areas (SPAs), Ramsar sites and Ancient Woodland. The process of route design takes account of existing biodiversity, the natural environment and, where practicable, seeks to reduce potential impacts on areas of ecological sensitivity, through avoidance or mitigation. The Environmental Impact Assessment (EIA) for the Project will assess the effects on biodiversity (which includes receptors such as SSSIs, SPAs, Ramsar sites and Ancient Woodland) and where necessary will detail mitigation requirements. The assessment methodology has been discussed and agreed with Natural England and the assessment will be presented in the Environmental Statement (ES) or Habitats Regulations Assessment (HRA) depending on potential impact pathways. We will continue to engage with Natural England, the Royal Society for the Protection of Birds (RSPB) and other relevant stakeholders on aspects relating to biodiversity and the natural environment, including appropriate mitigation measures and techniques, and will take their views into account as the Project continues to develop.
4.3.35	Concern that the Project will result in a negative impact on the environment generally (no details given).	Through routeing and siting, National Grid has sought and will continue to reduce as far as practicable impacts on the environment. National Grid is undertaking an Environmental Impact Assessment (EIA) for the Project. The results of this assessment will be provided in the Environmental Statement (ES) that will accompany the Development Consent Order (DCO) application. The ES will identify and assess the likely significant effects on the environment resulting from the construction and operation (and maintenance) of the Project and will recommend appropriate mitigation

Ref no.	Summary of matters raised	National Grid's response
		measures to reduce potential effects. The scope of the EIA is included in the Scoping Report which was submitted to the Planning Inspectorate in November 2022. We will continue to engage with a range of stakeholders (including Statutory Environmental Bodies (SEBs) and relevant Local Planning Authorities (LPAs)) throughout the development of the Project design and environmental assessment work.
4.3.36	Suggest that areas other than the Area of Outstanding Natural Beauty (AONB) should be protected / Criticism that only the AONB has been considered.	National Policy Statement (NPS) EN-5 states that the Government considers overhead lines to be appropriate and acceptable in most instances, although it recognises that that there may be, at particularly sensitive locations, potential adverse landscape and visual impacts of overhead line infrastructure that make it inconsistent with our duties and relevant planning policy. The Area of Outstanding Natural Beauty (AONB) designation in this section is one such location where there is a presumption that underground cable technology is adopted with the extent of underground cabling extending beyond the boundary in response to the potential for the Project to affect the Natural Beauty of the AONB. Our current proposals include a total of approximately 20 km of underground cable through and in the vicinity of the Dedham Vale AONB, including a section at Great Horkesley to reduce the changes in views and setting of the AONB from within and adjacent to its designated boundary. Underground cabling is also proposed for short section for a 400 kV overhead line crossing near Fairstead and approximately 5 km from just north of the Lower Thames Crossing (LTC) through to Tilbury Substation. Projects of this nature are required to assess the potential environmental impacts of the proposals, and report on those, and set out proposed mitigation, in an Environmental Statement (ES) in accordance with the relevant Environmental Impact Assessment (EIA) Regulations. The EIA starts early in the process, and in that respect, a considerable amount of assessment work has been undertaken to allow preliminary judgements to be made about the design and routeing of the Project. This has been set out in various publications (The Corridor and Preliminary Routeing and Siting Study (CPRSS), published as part of the 2022 non-statutory consultation, the Design Development Report, 2022 Non-Statutory Consultation Feedback Report and Strategic Options Backcheck and Review, published as part of the 2023 non-statutory consultation) with feedback helping shape the preliminary proposals. Further detailed assessment work has been undertaken since the 2023 non-statutory consultation and is published in the Preliminary Environmental Information Report (PEIR) to accompany the statutory consultation stage of the Project. National Grid will be writing up its Landscape and Visual Impact Assessment (LVIA) that will, in addition to other topic specific assessments, form the latter part of the EIA for the Project. This will include a write-up of an assessment on both landscape character and visual amenity. Where likely significant effects are anticipated the LVIA will consider and identify areas where it may be necessary and appropriate to put forward potential mitigation as part of an iterative design and assessment process.
Financial Compensation		
4.3.37	Concern that the Project will devalue property / impact on property value in this section.	National Grid acknowledges that its proposals may cause concern to landowners. Diminishment of property value known as 'injurious affection' and any other appropriate heads of claim will be considered on an individual basis in accordance with current legislation. We will pursue a voluntary agreement with affected landowners, acquiring rights

Ref no.	Summary of matters raised	National Grid's response
		in accordance with our Land Rights Strategy (the strategy is subject to review). If a voluntary agreement cannot be reached, then the Compulsory Purchase Code allows for a claim of compensation for the loss that property owners may have suffered as a direct result of the retained part of your property ownership being worth less as a direct result of the works. If there are any specific concerns about the devaluation of property National Grid would advise seeking third party advice or alternatively please contact the Project team: Norwich-Tilbury@fishergerman.co.uk or by calling us on Freephone 0808 175 3314. Alternatively, you can write to Norwich to Tilbury Land Team, Fisher German, The Atrium, Risby Business Park, Newmarket Road, Risby, Bury St Edmunds, IP28 6RD.
4.3.38	Request for adequate financial compensation/ suggest that impacted individuals need to be compensate.	All affected landowners will be compensated for any temporary/permanent losses, and this will be dealt with on a case-by-case basis. If there are any specific concerns requiring compensation and how it will be assessed, please contact the Project team: Norwich-Tilbury@fishergerman.co.uk or by calling us on Freephone 0808 175 3314. Alternatively, you can write to Norwich to Tilbury Land Team, Fisher German, The Atrium, Risby Business Park, Newmarket Road, Risby, Bury St Edmunds, IP28 6RD. Additionally, we await details of how Government intends to implement its proposals for those living in close proximity to new electricity infrastructure.
Health, Safety and Wellbeing		
4.3.39	Concern that the Project may result in a negative impact on mental health / health and wellbeing.	National Grid recognises people may have concerns about the health effects of living close to an overhead line, and that the uncertainty whilst the proposals are developed may cause anxiety. We have sought to reduce potential effects on communities and residents through routeing and design. We have also sought to reduce concern or uncertainty about the proposals through making timely design decisions and engaging with the people and stakeholders throughout the development of the Project. The Project team will continue to engage with people potentially affected during the development of the Project, through regular communication including letters, phone calls and meetings. This will enable concerns to be raised and discussed at an early opportunity and provide a regular point of contact to respond to queries and concerns. We urge anyone with concerns to get in touch through the Norwich to Tilbury Freephone number, address or email throughout the development of the Project: • **Call our Community Helpline:** 0800 915 2497 (Lines are open Monday to Friday 9am-5:30pm) • **Email us:** contact@n-t.nationalgrid.com • **Write to us:** FREEPOST N TO T (No stamp or further address details are required) The UK has a carefully thought-out set of policies for protecting us all against Electric and Magnetic Fields (EMFs), the main component of which is exposure guidelines. Those exposure guidelines are set by independent scientific bodies and are based on decades-long studies into the effects of EMFs and ill health. After those decades of

Ref no.	Summary of matters raised	National Grid's response
		research, the weight of evidence is against there being any health risks of EMFs below the guideline limits. These policies are incorporated into the decision-making process for development consent in National Policy Statement (NPS) EN-5. It is National Grid's policy to ensure that all of its equipment comply fully with those exposure limits. Our approach is to ensure that all our equipment complies with the policies, which are set by Government on the advice of their independent advisors. The proposed overhead lines, underground cables and substation will be designed to ensure they are fully compliant with these policies and guidelines. This ensures that health concerns relating to EMFs are properly and adequately addressed.
4.3.40	Concern that the siting of overhead lines presents a risk to light aircrafts in the area.	Our review of airfields within 4 km of the preferred corridor identified 10 General Aviation (GA) sites, one military site (Wattisham Flying Station) and the Mid and South Essex National Health Service (NHS) Broomfield Hospital which receives helicopters from a helipad on the roof of the main hospital building. We have also considered other airfields and flight activities where these have been identified through the 2022 and 2023 non-statutory consultations including for ballooning and for model flying. As well as considering feedback, National Grid's aviation advisers (an independent aviation consultancy) have directly engaged with these parties. A number of route alignment and pylon positioning changes have been made following consideration of feedback and in all but one case the assessment concludes that the airfields can continue to operate. In the remaining case of a private airstrip near Little Burstead we continue to liaise with the operator to identify an appropriate solution. Specifically in respect of Wattisham Flying Station our proposals position the alignment onto relatively lower ground (to remove the potential for interference with Instrument Landing System (ILS) radar) and adopt an alignment closer to the existing 132 kV overhead line and include replacing part of the 132 kV line south of Offton by underground cable to avoid a new overhead line corridor being introduced. We will continue to engage with relevant parties as appropriate throughout the project development process.
Heritage		
4.3.41	Concern about archaeological impacts (including impacts on sites of significance).	Through routeing and siting National Grid has sought and will continue to reduce as far as practicable potential impacts on the historic environment. We will be writing up our Historic Environment Assessment which will form part of the Environmental Impact Assessment (EIA) and will identify likely significant effects on archaeological sites. To inform this assessment, we are undertaking desk-based assessment and a suite of archaeological surveys to understand the baseline historic environment and refine the Project design further. We will continue to engage with Historic England and relevant Local Planning Authorities (LPAs) on aspects relating to heritage, including appropriate mitigation measures and techniques and to take their views into account as the Project continues to develop.
4.3.42	Concern about the negative impact on heritage buildings / listed buildings / historical site and suggest that the Project is routed away from or not located at heritage buildings / listed buildings / historical sites.	Through routeing and siting National Grid has sought to and will continue to reduce as far as practicable potential impacts on the historic environment, including listed buildings and known heritage assets. If potential impacts on the historic environment are identified, we will explore a range of mitigation measures such as careful siting of pylons and screening (both new and existing) to reduce potential impacts where practicable. This will be presented within the Historic Environment Assessment which will be written up and will form part of the Environmental Impact Assessment (EIA) for the Project.

Ref no.	Summary of matters raised	National Grid's response
		We will continue to engage with Historic England and relevant Local Planning Authorities (LPAs) on aspects relating to heritage, including appropriate mitigation measures and techniques and will take their views into account as the Project continues to develop.
Public Rights of Way (PRoW)		
4.3.43	Concern about the negative impact on Public Rights of Way (PRoW).	Through routeing and siting, National Grid has sought to and will continue to reduce, as far as practicable, impacts and disruption to Public Rights of Way (PRoW). The iterative process of route design has identified the existing PRoW network and their wider connectivity and sought where practicable to reduce and where possible remove impacts to PRoW. If mitigation is required, measures may include the temporary closure of PRoW during the construction phase, and where practicable a diversion to allow for the continued use and movement of the wider PRoW network. Effects on PRoW will be mitigated where possible, maintaining access where practicable, with closures as a last resort. We will continue to engage with relevant stakeholders on the PRoW network to enable feedback and input to be considered as the Project develops. A PRoW Management Strategy will be prepared as part of the Outline Code of Construction Practice (CoCP) and submitted with the Development Consent Order (DCO) application.
Tourism		
4.3.44	Concern about the impact of the Project on tourism.	National Grid has a duty under the Electricity Act 1989 to have regard to the desirability of (amongst other things) preserving natural beauty, and to do what it reasonably can to mitigate the associated effects of new infrastructure. Through routeing and siting we have sought to avoid, as far as practicable, locations important for leisure and tourism. This includes taking forward a preferred draft route alignment which included changes to reduce effects on sites important for tourism such as Bressingham Steam Museum and Gardens. We will continue to consider these locations as we develop our proposals and seek to reduce effects, by implementing measures such as, the use of underground cables in the areas of highest amenity value (Dedham Vale Area of Outstanding Natural Beauty (AONB)), and appropriately control construction related traffic movements during the construction phase to minimise disruption to local road users. Potential impacts on leisure and tourism will be presented within a Socio-economics, Recreation and Tourism assessment which is being written up and will form part of the Environmental Impact Assessment (EIA). As part of this assessment, a range of measures are being considered throughout the construction phase of the Project to minimise disruption on leisure and tourism. These include traffic management, signage and routeing measures. These will be identified within the Environmental Statement (ES), the Outline Code of Construction Practice (CoCP) and the Outline Construction Traffic Management Plan (CTMP).
Visual Impact		
4.3.45	Concern about the cumulative effect of the Project alongside existing overhead lines.	National Grid is, as part of the Environmental Impact assessment (EIA) for the Project, undertaking a cumulative effects assessment in accordance with the Planning Inspectorate's Advice Note Seventeen 'Cumulative Effects Assessment'.

Ref no.	Summary of matters raised	National Grid's response
		Projects of this nature are required to assess the potential environmental impacts of the proposals, and report on those, and set out proposed mitigation, in an Environmental Statement (ES) in accordance with the relevant EIA Regulations. The EIA starts early in the process and, in that respect, a considerable amount of assessment work has been undertaken to allow preliminary judgements to be made about the design and routeing of the Project. This has been set out in various publications (The Corridor and Preliminary Routeing and Siting Study (CPRSS), published as part of the 2022 non-statutory consultation, the Design Development Report, 2022 Non-Statutory Consultation Feedback Report and Strategic Options Backcheck and Review, published as part of the 2023 non-statutory consultation) with feedback helping shape the preliminary proposals. Further detailed assessment work has been undertaken since the 2023 non-statutory consultation and is published in the Preliminary Environmental Information Report (PEIR) to accompany the statutory consultation stage of the Project. National Grid will be writing up its Landscape and Visual Impact Assessment (LVIA) that will, in addition to other topic specific assessments, form the latter part of the EIA for the Project. This will include a write-up of an assessment on both landscape character and visual amenity. Where likely significant effects are anticipated the LVIA will consider and identify areas where it may be necessary and appropriate to put forward potential mitigation as part of an iterative design and assessment process. For the LVIA, information will be gathered on the existing applicable environment / receptors and presented as the baseline. Any existing infrastructure (such as existing transmission lines and associated wirescapes) will form part of the baseline environment for the Project to be assessed against, to identify if significant landscape and / or visual effects are likely to arise. In the event significant effects are predicted, where possible, mitigation measures will be proposed to reduce the effect as far as practicable. The findings and conclusions of the LVIA and other topics assessments will then be considered within the cumulative impact assessment for the Project. Our 2024 statutory consultation will publish details of the Project including proposals to replace certain sections of 132 kV overhead line connection with underground cable. We will continue to liaise with UK Power Networks (UKPN) on other opportunities where the Project may facilitate opportunities for 132 kV network rationalisation.
4.3.46	Concern that the Project will be unsightly / visually intrusive (e.g., overhead lines, Cable Sealing End (CSE) compounds and substations).	The relevant National Policy Statement (NPS) is EN-5 which makes it clear that the Government considers overhead lines to be appropriate and acceptable in most instances, although it recognises that that there may be, at particularly sensitive locations, potential adverse landscape and visual impacts of an overhead line that make it inconsistent with our duties and relevant planning policy. In such cases the use of 400 kV underground cable would be adopted between carefully sited Cable Sealing End (CSE) compounds noting that such structures themselves may give rise to visual effects. The proposed East Anglia Connection Node (EACN) substation siting has also considered the potential for landscape and visual effects and whether particular sites provide greater screening or potential for screening to reduce effects. Projects of this nature are required to assess the potential environmental impacts of the proposals, and report on those, and set out proposed mitigation, in an Environmental Statement (ES) in accordance with the relevant Environmental Impact Assessment (EIA) Regulations. The EIA starts early in the process and, in that respect, a considerable amount of assessment work has been undertaken to allow preliminary judgements to be made about the design and routeing of the Project. This has been set out in various publications (The Corridor and Preliminary Routeing and Siting Study (CPRSS), published as part of the 2022 non-statutory consultation, the Design Development Report, 2022 Non-Statutory Consultation Feedback Report and Strategic Options Backcheck and

Ref no.	Summary of matters raised	National Grid's response
		Review, published as part of the 2023 non-statutory consultation) with feedback helping shape the preliminary proposals. Further detailed assessment work has been undertaken since the 2023 non-statutory consultation and is published in the Preliminary Environmental Information Report (PEIR) to accompany the statutory consultation stage of the Project. National Grid will be writing up its Landscape and Visual Impact Assessment (LVIA) that will, in addition to other topic specific assessments, form the latter part of the EIA for the Project. This will include a write-up of an assessment on both landscape character and visual amenity. Where likely significant effects are anticipated the LVIA will consider and identify areas where it may be necessary and appropriate to put forward potential mitigation such as screen planting and softening as part of an iterative design and assessment process.
4.3.47	Concern that the Project will cause a negative impact on landscape / views.	The relevant National Policy Statement (NPS) is EN-5 which makes it clear that the Government considers overhead lines to be appropriate and acceptable in most instances, although it recognises that that there may be, at particularly sensitive locations, potential adverse landscape and visual impacts of an overhead line that make it inconsistent with our duties and relevant planning policy. National Grid through the routeing and siting exercise has sought to reduce the impact on landscape character and visual amenity. We will continue to consider both landscape character and amenity value as we develop our proposals and seek to reduce effects. Measures to reduce such effects have included the use of underground cables in the areas of highest amenity value such as the Dedham Vale Area of Outstanding Natural Beauty (AONB) and its setting and careful consideration of siting of infrastructure and pylons. Projects of this nature are required to assess the potential environmental impacts of the proposals, and report on those, and set out proposed mitigation, in an Environmental Statement (ES) in accordance with the relevant Environmental Impact Assessment (EIA) Regulations. The EIA starts early in the process and, in that respect, a considerable amount of assessment work has been undertaken to allow preliminary judgements to be made about the design and routeing of the Project. This has been set out in various publications (The Corridor and Preliminary Routeing and Siting Study (CPRSS), published as part of the 2022 non-statutory consultation, the Design Development Report, 2022 Non-Statutory Consultation Feedback Report and Strategic Options Backcheck and Review, published as part of the 2023 non-statutory consultation) with feedback helping shape the preliminary proposals. Further detailed assessment work has been undertaken since the 2023 non-statutory consultation and is published in the Preliminary Environmental Information Report (PEIR) to accompany the statutory consultation stage of the Project. National Grid will be writing up its Landscape and Visual Impact Assessment (LVIA) that will, in addition to other topic specific assessments, form the latter part of the EIA for the Project. This will include a write-up of an assessment on both landscape character and visual amenity. Where likely significant effects are anticipated the LVIA will consider and identify areas where it may be necessary and appropriate to put forward potential mitigation such as screen planting and softening as part of an iterative design and assessment process.

Ref no.	Summary of matters raised	National Grid's response
Wildlife / Ecology Impact		
4.3.48	Concern about the impact of the Project (including overhead lines) on birds.	Birds are being assessed in the biodiversity assessment which will form part of the Environmental Impact Assessment (EIA) following extensive desk study and field work. A bespoke survey scope specifically to assess collision risk with overhead lines has been agreed with Natural England targeting wintering / passage birds. Surveys commenced in September 2022 with the assessment to be included within the EIA. Should adverse impact be identified, they will be minimised as far as possible, where practicable. It is anticipated that a range of habitats within the land required for the construction of the Project would provide suitable habitat to support breeding birds and particularly those associated with farmland habitat. A survey scope for breeding birds is currently being discussed with Natural England ahead of the 2024 breeding season to identify key areas and potential impact pathways. Any trees to be impacted will also be surveyed to determine their suitability to support barn owl. Following the completion of survey work, the subsequent assessment will be included within the EIA. The Biodiversity Net Gain (BNG) strategy will take into account protected/notable species such as those species mentioned. It is noted that birds are a mobile species, and it is likely that active nests may be encountered during the construction phase. Precautionary working methods for breeding birds will be included within the Outline Code of Construction Practice (CoCP) that will accompany the Development Consent Order (DCO) application.
4.3.49	Concern about the impact of overhead lines on birds flying.	Birds are being assessed in the biodiversity assessment which will form part of the Environmental Impact Assessment (EIA). A bespoke survey scope specifically to assess collision risk with overhead lines has been agreed with Natural England targeting wintering / passage birds. Surveys commenced in September 2022 with the assessment to be included within the EIA. Should adverse impact be identified, they will be minimised as far as possible, where practicable.
4.3.50	Concern that the Project will result in a negative impact on bats.	Bats are being assessed in the biodiversity assessment which will form part of the Environmental Impact Assessment (EIA) that will accompany the Development Consent Order (DCO) application. Detailed bat activity surveys are underway and will continue into 2024 to identify key foraging and commuting routes for bats. Habitat found to support a wide range of bat species (including barbastelle (*Barbastella barbastellus*)) will be avoided where practicable within detailed routeing and where impact is unavoidable mitigation will be implemented. In the instance that the loss of a tree(s) with potential to support roosting bats cannot be avoided, then these would be inspected / surveyed in accordance with the Bat Conservation Trust guidelines (2023) and appropriate mitigation implemented.
4.3.51	Concern that the Project will result in a negative impact on flora / plants / woodlands / hedgerows.	Through routeing and siting National Grid has sought to and will continue to reduce as far as practicable potential impacts on biodiversity including priority grassland, wetland, woodland, and hedgerow habitats. The process of route design takes account of existing biodiversity, the natural environment and, where practicable, seeks to reduce potential impacts on areas of ecological sensitivity, through avoidance or mitigation. The Environmental Impact Assessment (EIA) for the Project will assess the effects on important ecological receptors (which includes grasslands, wetlands, woodlands and hedgerows).

Ref no.	Summary of matters raised	National Grid's response
		As part of the EIA process for the Project, a suite of ecological surveys has been and will continue to be undertaken. The findings of which will inform the design and approach to mitigation. We will continue to engage with Natural England and Local Planning Authorities (LPAs) on aspects relating to biodiversity and the natural environment, including appropriate mitigation measures and techniques, and to take their views into account as the Project continues to develop. The Environment Act 2021 introduces a mandatory requirement for 10% Biodiversity Net Gain (BNG) for new Development Consent Order (DCO) developments (which is not yet in force). We have committed to deliver Net Gain of at least 10% or greater in environmental value (including BNG) on all construction projects. The Net Gain target for the Project is currently voluntary and aligned with our corporate sustainability commitment. As well as seeking to avoid and minimise impacts to nature, the Project will consider the land required for mitigation, compensation and enhancement that can deliver BNG and wider environmental benefits, which will be identified as the Project design develops. This may require delivery of offsite Biodiversity Units via habitat creation or enhancement actions in strategic areas, and we will consider all options that are available to us.
4.3.52	Concern that the Project will result in a negative impact on protected species (also use specific code if species is provided).	Through routeing and siting National Grid has sought and will continue to reduce as far as practicable potential impacts on biodiversity including protected species. The process of routeing takes account of existing biodiversity, the natural environment and, where practicable, seeks to reduce potential impacts on areas of ecological sensitivity including protected species and their associated habitats, through avoidance or mitigation. A comprehensive survey effort for a range of protected species is currently underway with surveys proposed to continue throughout 2024. The Environmental Impact Assessment (EIA) for the Project will assess the effects on protected species based on this baseline information and where/if required appropriate mitigation measures will be detailed. We will continue to engage with Natural England and Local Planning Authorities (LPAs) on aspects relating to biodiversity and the natural environment, including appropriate mitigation measures and techniques for protected species and to take their views into account as the Project continues to develop. Where/if necessary, we will seek to obtain letters of no impediment from Natural England by producing draft protected licences in advance of Development Consent Order (DCO) examination, which will ensure legal compliance and best practice guidance are adhered to and ensure that Natural England agree with our mitigation approach.
4.3.53	Concern that the Project will result in a negative impact on wildlife / habitats.	Through routeing and siting, National Grid has sought and will continue to reduce as far as practicable potential impacts on biodiversity. The process of route design takes account of existing biodiversity, the natural environment and, where practicable, seeks to reduce potential impacts on areas of ecological sensitivity, through avoidance or mitigation. The Environmental Impact Assessment (EIA) for the Project will assess the impact and subsequent effects on biodiversity and if necessary, the mitigation requirements, such as habitat creation. We will continue to engage with Natural England on aspects relating to biodiversity and the natural environment, including appropriate mitigation measures and techniques, to take their views into account as the Project continues to develop. The Environment Act 2021 introduces a mandatory requirement for 10% Biodiversity Net Gain (BNG) for new Development Consent Order (DCO) developments (which is not yet in force). National Grid has committed to deliver Net Gain of at least 10% or greater in environmental value (including BNG) on all construction projects. The Net Gain target for the Project is currently voluntary and aligned with our corporate sustainability commitment.

Ref no.	Summary of matters raised	National Grid's response
		As well as seeking to avoid and minimise our impacts to nature, the Project will consider the land required for mitigation, compensation and enhancement that can deliver BNG and wider environmental benefits, which will be identified as the Project design develops. This may require delivery of offsite Biodiversity Units via habitat creation or enhancement actions in strategic areas, and we will consider all options that are available to us.

Section B: Mid Suffolk Feedback

Figure 4.12- Mid Suffolk section map



Table 4.4- Summary of consultee comments on **Section B: Mid Suffolk** and National Grid's response

Ref no.	Summary of matters raised	National Grid's response
Agricultural Land		
4.4.1	Concern about the impact of the Project on drainage (for agricultural land).	Drainage surveys will be carried out in advance of construction works and will include on-site assessments and engagement with affected landowners. Existing drainage will be avoided where reasonably practicable. Where it cannot be avoided, it will be rerouted or temporary drainage will be installed for the construction period.
4.4.2	Concern that the Project will take away valuable agricultural land / disrupt farming operations.	National Grid is and will continue to work with all landowners including farmers who may be affected by the proposals to understand the impacts on their operations and to work with them as the Project is developed. We will seek to work with the farming community to limit disruption where practicable. This includes providing prior warning of works which may result in the need to move livestock. Compensation claims for disturbance are considered on a case-by-case basis, if negative impact on farming operations can be proven. Particular agricultural matters can also be addressed through voluntary land agreements.
Airfields		
4.4.3	Concern about the impact of the Project on Elmsett Airfield / suggestion that the Project is routed away from Elmsett Airfield.	National Grid has appointed an independent aviation consultancy which has engaged with (with National Grid also present) Elmsett Airfield. Following discussion and further assessment it has been determined, with the Project as currently proposed, that the airfield can continue to operate. We will continue to engage with nearby airfields as appropriate throughout the project development process.
4.4.4	Concern about the impact of the Project on Wattisham Airfield / suggestion that the Project is routed away from Wattisham Airfield.	National Grid has appointed an independent aviation consultancy which has engaged with (with National Grid also present) Wattisham Flying Station. Following this and further assessment it has been determined, with the Project as currently proposed, that the airfield can continue to operate. We will continue to engage with nearby airfields as appropriate throughout the project development process.
Community / Social Impact		
4.4.5	Concern about disruption generally (no details given).	National Grid is completing the Environmental Impact Assessment (EIA) for the Project. The results of this assessment will be provided in the Environmental Statement (ES) that will accompany the Development Consent Order (DCO) application. The ES will identify and assess the likely significant effects on the environment resulting from the construction of the Project and will recommend appropriate mitigation measures (in consultation with relevant stakeholders) to reduce potential effects. Should consent be granted in 2026, it is anticipated that access and construction of the Project would commence in 2027, starting with enabling workings including site clearance activities, the installation of construction compounds and access roads. It is expected the main construction works will continue through to 2031. While the phasing of the construction programme is yet to be confirmed, it will be programmed and sequenced to reduce disruption to the local

Ref no.	Summary of matters raised	National Grid's response
		surroundings and the environment, residents, businesses and roads users as far as practicable. Further information will be presented in the ES. An Outline Code of Construction Practice (CoCP) and an Outline Construction Traffic Management Plan (CTMP) will be prepared and submitted with the DCO application. These documents will provide commitments to reduce construction impacts together with a framework for detailed management plans to be prepared at detailed design stage in order to reduce and mitigate potential impacts and / or disruptions that may arise during the construction phase.
4.4.6	Concern about the impact of the Project on children / families / residents / communities.	National Grid recognises people may have concerns about the potential impacts of living close to an overhead line, and that the uncertainty whilst the proposals are developed may cause anxiety. We have sought to reduce potential effects on communities, residents – including children - through routeing and design. We have also sought to reduce concern or uncertainty about the proposals through making timely design decisions and engaging with people and stakeholders throughout the development of the Project. The Project team will continue to engage with people potentially affected during the development of the Project, through regular communication including letters, phone calls and meetings. This will enable concerns to be raised and discussed at an early opportunity and provide a regular point of contact to respond to queries and concerns. We urge anyone with concerns to get in touch through the Norwich to Tilbury Freephone number, address or email throughout the development of the Project: • **Call our Community Helpline:** 0800 915 2497 (Lines are open Monday to Friday 9am-5:30pm) • **Email us:** contact@n-t.nationalgrid.com • **Write to us:** FREEPOST N TO T (No stamp or further address details are required) National Grid wants to leave a lasting positive impact where we build our projects, to help those areas and communities thrive and to support a sustainable future. Our Responsible Business Charter sets out our commitments and ensures that responsibility is woven through everything we do. It focusses on five key areas where we believe we can really make a difference: the environment, our communities, our people, the economy, and our governance. In addition, the Government recently ran a consultation seeking views on how community benefits should be delivered for communities that host onshore electricity transmission infrastructure. We will continue to work with the Government and regulator as they define the details of these schemes emerging from the consultation and once published, will work to understand what this means for our projects.
4.4.7	Concern about the impact of the Project on leisure.	National Grid has a duty under the Electricity Act 1989 to have regard to the desirability of (amongst other things) preserving natural beauty, and to do what it reasonably can to mitigate the associated effects of new infrastructure. Through routeing and siting we have sought to avoid, as far as practicable, locations important for leisure and tourism. We will continue to consider these locations as we develop our proposals and seek to reduce effects, by implementing measures such as the use of underground cables in the areas of highest amenity value (Dedham Vale Area of Outstanding Natural Beauty (AONB)), and appropriately control construction related traffic movements during the construction phase to minimise disruption to local road users.

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		Where impacts on leisure and tourism are identified, these will be presented within a Socio-economics, Recreation and Tourism assessment which is being written up and will form part of the Environmental Impact Assessment (EIA). As part of this assessment, a range of measures are being considered throughout the construction phase of the Project to minimise disruption on leisure and tourism. These include traffic management, signage and routeing measures. These will be identified within the Environmental Statement (ES), the Outline Code of Construction Practice (CoCP) and the Outline Construction Traffic Management Plan (CTMP).
4.4.8	Concern about the over development of the area (e.g., cumulative impact).	With regards to multiple developments impacting specific areas and / or receptors, planning applications for each development would be considered on their own merit by the relevant determining authorities. Any such application would be considered in accordance with planning policy and considerations, such as scale, suitability, and need. Where there is certainty of a development (such as a new residential development, an offshore wind farm and its associated onshore equipment etc) being constructed, and there is adequate information in the public domain to understand the impacts of that development on the receiving environment, these will be considered within the cumulative effects assessment of the Project. The cumulative effects assessment will follow the Planning Inspectorate's Advice Note 17 'Cumulative Effects Assessment' and will be presented in the Environmental Statement (ES). National Grid will continue to engage with other developers who are proposing development in proximity of the Project to understand their requirements.
4.4.9	Concern about the Project being in too close proximity to recently built housing developments / land being considered for potential future development.	National Grid has obtained information on development proposals within the planning system. In some cases development proposals can be amended to be designed around our proposed infrastructure but in other cases our proposals may need to be amended at a corridor level or proposed developments factored into our detailed route design. Based on known information, and in light of changes made following consideration of feedback to the 2023 non-statutory consultation, we consider our proposals are consistent with relevant policy and guidelines and the alignment designed such that they do not prevent proposed housing developments. UK law does not prescribe minimum distances between overhead lines and homes, but any implications on landscape and visual receptors, residential amenity or from concerns about electromagnetic fields are robustly assessed as part of the Environmental Impact Assessment (EIA) and balanced as part of the decision making process. We will continue to review planning applications and engage with developers to back check and update our proposals as necessary.
4.4.10	Concern about the Project causing communities to become encircled by overhead lines.	The 2024 preferred draft alignment has been routed to achieve some separation from the existing 400 kV overhead line, such that villages are not encircled by overhead lines to both sides. Separation is inevitably reduced in certain locations due to the presence of constraints to routeing and environmental features. Detailed assessment reported in the Environmental Impact Assessment (EIA) will identify any measures considered to be necessary to reduce likely significant effects which will also consider the potential for effects potentially arising from close paralleling existing 132 kV overhead line and new 400 kV overhead line infrastructure.
4.4.11	Request retention of appropriate infrastructure delivered in the construction phase together with legacy	Details of temporary construction works including access tracks and temporary bridges are being developed and will be published as part of the 2024 statutory consultation. National Grid will consider feedback on opportunities for legacy benefit noting the importance of landowner feedback on such matters and identification of appropriate third parties to take on future maintenance responsibilities.

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	funding to enhance community access to the countryside, including Public Rights of Way (PRoW) tracks and bridges (e.g., a bridge over the river Gipping).	
Construction Impacts		
4.4.12	Concern about disruption from construction.	National Grid is undertaking an Environmental Impact Assessment (EIA) for the Project. The results of this assessment will be provided in the Environmental Statement (ES) that will accompany the Development Consent Order (DCO) application. The ES will identify and assess the likely significant effects on the environment resulting from the construction of the Project and will recommend appropriate mitigation measures (in consultation with relevant stakeholders) to reduce potential effects. Should consent be granted in 2026, it is anticipated that access and construction of the Project would commence in 2027, starting with enabling workings including site clearance activities, the installation of construction compounds and access roads. It is expected the main construction works will continue through to 2031. While the phasing of the construction programme is yet to be confirmed, it will be programmed and sequenced to reduce disruption to the local surroundings and the environment, residents, businesses and roads users as far as practicable. Further information will be presented in the ES. An Outline Code of Construction Practice (CoCP) and an Outline Construction Traffic Management Plan (CTMP) will be prepared and submitted with the DCO application. These documents will provide commitments to reduce construction impacts together with a framework for detailed management plans to be prepared at detailed design stage in order to reduce and mitigate potential impacts and / or disruptions that may arise during the construction phase.
4.4.13	Concern about the impact on traffic levels in local area caused by construction works (e.g., construction traffic travelling along local roads, road closures, etc).	National Grid will work closely with the relevant authorities and their highways teams to understand and gain information on the local road network. This information will be used to inform and guide the drafting of the Outline Construction Traffic Management Plan (CTMP) for the Project. The Outline CTMP will define the local road network to be used for construction traffic movements, highlight any restrictions to such movement and if required control working patterns and timings to ensure impacts to other road users from construction traffic related to the Project is minimised as far as practicable.
4.4.14	Concern about noise and other disturbances resulting from construction (e.g., mud on roads, dust).	National Grid is undertaking an Environmental Impact Assessment (EIA) for the Project. The results of this assessment, which covers noise and other potential effects such as air quality, will be provided in the Environmental Statement (ES) that will accompany the Development Consent Order (DCO) application. The ES will identify and assess the likely significant effects on the environment resulting from the construction of the Project and will recommend appropriate mitigation measures (in consultation with relevant stakeholders) to reduce potential effects. We will be writing up our noise and vibration assessment that will form part of the EIA. Noise levels and the effect on residential properties as well as other sensitive areas, such as hospitals and schools are carefully considered during Project development, assessed according to the appropriate UK standards, and mitigated where necessary.

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		We set strict technical standards for the equipment we install on our network. These standards include requirements to ensure the occurrence of audible noise is eliminated or minimised as far as practicable. Therefore, with appropriate mitigation, significant adverse effects from noise are not expected. As part of the DCO application, an Outline Code of Construction Practice (CoCP) and Outline Construction Traffic Management Plan (CTMP) will be submitted which will outline the good practice and standard control measures to reduce and mitigate potential impacts and / or disruptions that may arise during the construction phase. Many of the control measures will be based on the results from a Dust Risk Assessment (undertaken in accordance with Institute of Air Quality Management (IAQM) guidance) and will likely include wheel washing of vehicles and the correct and tidy management of works areas to reduce, as far as practicable, dust and mud entering the local road network in the form of 'track-out'.
4.4.15	Concern that local road infrastructure is not suitable for heavy construction vehicles and machinery.	Construction access, egress and associated traffic routes are being considered and discussed with the appropriate local and national highways authorities. The detailed proposals will be consulted on during the 2024 statutory consultation.
4.4.16	Suggest screening and mitigation measures for construction impacts.	National Grid will implement standard mitigation measures to reduce construction impacts and these will be outlined in the Outline Construction Traffic Management Plan (CTMP) and Outline Code of Construction Practice (CoCP).
Design Change		
4.4.17	Oppose the use of underground cables.	National Grid has carefully considered the feedback received during the 2022 and 2023 non-statutory consultations, the alternatives available, and other factors including our duties and obligations. These duties include balancing the need to be economic and efficient, which includes keeping costs down in the interests of the bill-paying consumers, with a duty to have regard to preserving amenity, which includes the natural environment, cultural heritage, landscape and visual quality, National Policy Statement (NPS) EN-5 makes clear that *'the Government's position that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or Areas of Outstanding Natural Beauty)'.* The NPS also confirms that widespread and significant adverse landscape and/or visual impacts in other locations may also justify the use of undergrounding. We may also adopt underground cables in other circumstances such as to cross existing 400 kV overhead line infrastructure. Where the installation of underground cables is required in lieu of overhead lines, the design of the Project will incorporate suitable consideration of the existing environment, ecology and site ground conditions based on site specific survey data. This would mean the Project will be built with any required design and construction mitigation in place and returned back to its natural condition afterwards.
4.4.18	Suggest a full design review in the Bramford area, involving both this Project and the Bramford to Twinstead Network Optimisation (BTNO)	National Grid has already considered such aspects in the development of the 2023 preferred draft alignment. As well as considering the proposed Bramford to Twinstead Reinforcement we have identified that we will remove sections of three existing 132 kV overhead lines to create space for the two 400 kV overhead lines. We are undertaking an

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	as well as the UK Power Networks (UKPN) 132 kV network in this area (requiring collaboration between National Grid Electricity Transmission (NGET), UKPN, and Office of Gas and Electricity Markets (Ofgem)).	Environmental Impact Assessment (EIA) to assess the potential impact of the Project, and this will identify any need for additional mitigation.
4.4.19	Suggest that (additional) underground cables should be used in this section.	National Grid has carefully considered the feedback received during the 2022 and 2023 non-statutory consultations, the alternatives available, and other factors including our duties and obligations. These duties include balancing the need to be economic and efficient, which includes keeping costs down in the interests of the bill-paying consumers, with a duty to have regard to preserving amenity, which includes the natural environment, cultural heritage, landscape and visual quality. National Policy Statement (NPS) EN-5 makes clear that *'the Government's position that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or Areas of Outstanding Natural Beauty (AONB))'.* The NPS also confirms that widespread and significant adverse landscape and/or visual impacts in other locations may also justify the use of undergrounding. We may also adopt underground cables in other circumstances such as to cross existing 400 kV overhead line infrastructure. After consideration of feedback on the 2023 non-statutory consultation and informed by additional study, we are now proposing to increase the extent of underground cabling by approximately 1.5 km to a total of approximately 20 km of underground cable at areas that are identified as of highest landscape value for example within the Dedham Vale AONB and within the vicinity of the AONB near Great Horkesley. Elsewhere along the 2024 preferred draft alignment, with the exception of the alignment near Diss, the higher cost of underground cables to bill-paying consumers, and the environmental implications of installing and maintaining them, are not considered to be justifiable in the context of national policy or National Grid's statutory duties. At Diss there remains an option to use underground cable but this is subject to consideration of the findings of ongoing investigations. Nevertheless, an Environmental Impact Assessment (EIA) will assess the impact of the Project and will identify any need for additional mitigation.
4.4.20	Suggest that existing overhead lines in this section should be removed.	The existing electricity transmission network provides power, via the local distribution network, into the local area where it is used in homes and businesses. Such lines cannot just be removed as power supplies would not be maintained. The need case and funding for the Project is to deliver the new network reinforcement needed, rather than to remove existing overhead lines which would need to be replaced by another form of connection such as underground cables. Unless required for crossings or mitigation, undergrounding existing overhead lines on the transmission network would not be in accordance with National Policy Statement (NPS) EN-5 and would result in substantial cost to bill payers. There may also be significant environmental impacts due to the removal works on sensitive ecological and archaeological receptors as well as constraints from either existing buildings or unsuitable ground conditions.

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4.4.21	Suggest that pylon RG128 and those either side it should be routed away from Hempnalls Hall.	National Grid has carefully considered the feedback received during the 2023 non-statutory consultation and the alternatives available. We are proposing a change to the 2023 preferred draft alignment between RG123 and RG130 which would move the draft alignment further to the east, further away from Hempnalls Hall. We will continue to make changes to the 2024 preferred draft alignment where practicable as we receive further feedback and as the Project develops.
4.4.22	Suggest that pylon RG132 should be set back further from the road (e.g., to reduce visual impact).	Pylon RG132 is positioned midway between three farms and any change to move the pylon further from the road to reduce perceived visual effects will transfer and increase these effects to the farm to the south. National Grid therefore are not currently proposing a change to the pylon positions in this location, however we will continue to make changes to the draft alignment as we receive further feedback and as the Project develops.
4.4.23	Suggest that pylons near Willow Lane and Dandy Corner are routed closer to existing pylon lines (like RG134, RG133 and RG135 have been).	We note the potential for close paralleling to reduce the level of effects that may arise from a new overhead line. However, there are constraints and features that mean, overall, we consider close paralleling would lead to greater effects on receptors in the area and be less compliant with the Holford Rules or be less consistent with the policy to be economic and efficient. A number of residential properties are present in close proximity to the existing 400 kV overhead line meaning that if the lines were close paralleled it would result in the properties having an overhead line close to both sides. There are also some locations where the combination of existing physical and environmental features (road infrastructure, commercial and residential properties etc) present very substantial challenges to routeing and siting. We would note that we have slightly modified the 2023 preferred draft alignment in this location moving RG128 to the east slightly which with associated realignment goes a little way towards addressing the change requested.
4.4.24	Suggest that pylons RG174 and RG173 are relocated (to minimise impact on Hascot Hill).	National Grid has reviewed the 2023 preferred draft alignment in this area and is proposing a change to the pylon locations along the draft alignment in order to address this request. Pylons RG173 to RG176 (now RG177) have been repositioned to lower ground in order to reduce the visual impacts on Hascot Hill. Through addressing this change we have also moved RG174 (now RG175) to be closer to a field boundary. We will continue to make changes to the 2024 preferred draft alignment where practicable as we receive further feedback and as the Project develops.
4.4.25	Suggest that RG085 to RG087 are relocated away from The Angels Way.	Changing the draft alignment in this location will transfer effects to heritage assets (Grade I Listed St Remegius Church to the north and an undesignated moat to the south). A change to the south may also increase the number of pylons within the peat soils. Given that pylons are not incompatible with continued use of The Angels Way on balance we do not consider a change to be appropriate. National Grid is considering an alternative that may result in the adoption of underground cables in this particular location. We therefore are not currently proposing a change to the 2023 preferred draft alignment in this location. We will continue to make changes to the 2024 preferred draft alignment where practicable as we receive further feedback and as the Project develops.
4.4.26	Suggest that the Project from pylon RG104 to RG111 is routed to the north of Great Wood (to avoid listed buildings 'Cavalry Barn' and 'Poutney Hall', and Mellis Common).	National Grid is proposing a change to the 2023 preferred draft alignment between RG102 and RG117 (previously RG103 and RG116) to adopt the alignment of the existing 132 kV overhead line for approximately 2 km, to then realign south to the west of Burgate Road. This change is being proposed due to the identification of historic assets that need to be avoided. This change would move the draft alignment to the north of Great Wood and would therefore move further away from Cavalry Barn, Poutney Hall and Mellis Common as requested by the respondent. We will

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		continue to make changes to the 2024 preferred draft alignment where practicable as we receive further feedback and as the Project develops.
4.4.27	Suggest that the Project is routed and/or use underground cables along the corridor of the existing 132 kV overhead line to the east of Creeting St Mary (e.g., as the required length for undergrounding would be comparable to that currently proposed).	There is no 132 kV overhead line to the east of Creeting St Mary and no underground cable use has been proposed in this area. There is a 400 kV overhead line and close paralleling of this has been considered previously, this was considered less preferred (see Design Development Report (DDR) published as part of the 2023 non-statutory consultation). In the absence of a designation that would suggest underground cable be adopted in response to policy (see National Policy Statement (NPS) EN-5) and with no new evidence contradicting earlier conclusions, we therefore are not currently proposing a change to the 2023 preferred draft alignment in this location. We will continue to make changes to the 2024 preferred draft alignment where practicable as we receive further feedback and as the Project develops.
4.4.28	Suggest that the Project is routed away from populated / residential areas.	Deciding where and how to build new high voltage electricity lines is a complex issue and National Grid is mindful of the potential effects this infrastructure may have on local communities and the concerns these may bring. We recognise that people living near our transmission infrastructure, including high voltage overhead lines, may have concerns about audible noise and potential health impacts. It has sometimes been suggested that minimum distances between properties and overhead lines should be prescribed. We do not consider this appropriate since each instance must be dealt with on its merits. However, we have always sought to route new lines away from residential property on grounds of general amenity where practicable. Projects of this nature are required to assess the potential environmental impacts of the proposals, and report on those, and set out proposed mitigation, in an Environmental Statement (ES) in accordance with the relevant Environmental Impact Assessment (EIA) Regulations. The EIA starts early in the process and, in that respect, a considerable amount of assessment work has been undertaken to allow preliminary judgements to be made about the design and routeing of the Project. This has been set out in various publications (The Corridor and Preliminary Routeing and Siting Study (CPRSS), published as part of the 2022 non-statutory consultation, the Design Development Report, 2022 Non-Statutory Consultation Feedback Report and Strategic Options Backcheck and Review, published as part of the 2023 non-statutory consultation) with feedback helping shape the preliminary proposals. Further detailed assessment work has been undertaken since the 2023 non-statutory consultation and is published in the Preliminary Environmental Information Report (PEIR) to accompany the statutory consultation stage of the Project. We will be writing up our noise and vibration assessment that will, in addition to other topic specific assessments, form part of the EIA for the Project. Noise levels and the effect on residential properties as well as other sensitive areas, such as hospitals and schools, are carefully considered during planning, assessed according to the appropriate UK standards, and mitigated where necessary. We set strict technical standards for the equipment we install on our network. These will apply to the proposed new East Anglia Connection Node (EACN) substation located in the Tendring District, and extensions required to the existing Norwich Main, Bramford, and Tilbury Substations. These standards include requirements to ensure the occurrence of audible noise is eliminated or reduced as far as practicable. Therefore, significant adverse effects from noise are not expected.

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		Noise from overhead lines is predominately determined by the conductor design, voltage and weather conditions. The overhead line will be designed using a relatively quiet conductor that meets the design specification required, and operational noise is not likely to be significant at nearby sensitive receptors under any weather conditions. Should the iterative design process result in alternative conductor types be used, consideration for this would be assessed within the EIA. Pylon fittings, such as insulators, dampers, spacers, and clamps, are also designed and procured in accordance with a series of National Grid Technical Specifications to reduce the potential for audible noise and tones to occur from all types of fittings. Where noise does occur, it is likely to be localised and of short duration. If this is due to a fault, action can be taken to rectify it. A technical note would be submitted as part of the application for development consent to support scoping out noise associated with overhead lines from the ES. We will also be writing up our Landscape and Visual Impact Assessment (LVIA) that will form part of the EIA for the Project. This will include a write-up of an assessment on both landscape character and visual amenity. Where likely significant effects are anticipated the LVIA will consider and identify areas where it may be necessary and appropriate to put forward potential mitigation as part of an iterative design and assessment process. The health and safety of the public, local communities and employees is central to everything that we do. The UK has a carefully thought-out set of policies for protecting us all against Electric and Magnetic Fields (EMFs), the main component of which is exposure guidelines. The exposure guidelines are set by independent scientific bodies and are based on decades-long studies into the effects of EMFs and ill health. After those decades of research, the weight of evidence is against there being any health risks of EMFs below the guideline limits. Our approach is to ensure that our network comply with those policies, which are set by Government on the advice of their independent advisors. The Project will be designed to ensure it is fully compliant with these policies and guidelines. This ensures that health concerns are properly and adequately addressed. Policies for both noise and EMF are incorporated into the decision-making process for development consent as set out in National Policy Statement (NPS) EN-5. It is National Grid's policy to ensure that all its equipment complies fully with those policies and guidelines. The application for a Development Consent Order (DCO) will include assessments against these polices, including both construction and operational noise and EMF.
4.4.29	Suggest that the Project is set back, between Wood Farm and Rookery Farm if necessary, or that underground cables are used between pylons RG140 and RG144 (e.g., to minimise impact on footpath).	National Grid has routed and sited the 2023 preferred draft alignment in accordance with the Holford Rules. In order to move the draft alignment between these farms moving it further west from Mendlesham Green an increase in the length of the overhead line and increase in the number of angle pylons would be required which would be less consistent with the Holford Rules. Moving the draft alignment further away from these areas would also then move the draft alignment closer to other residential areas transferring and increasing effects. We therefore are not currently proposing to adopt this change to the 2023 preferred draft alignment in this location. We will continue to make changes to the 2024 preferred draft alignment where practicable as we receive further feedback and as the Project develops.
4.4.30	Suggest that the Project should be routed further eastwards from Cotton village.	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved eastwards further away from Cotton. In the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the draft alignment. Guidelines on overhead line routeing are known as the *'Holford Rules'* which remain a valuable tool in selecting and

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		assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Chapter 1 of this report.
4.4.31	Suggest that underground cables are used for the entire Project.	National Grid has carefully considered the feedback received during consultation, the alternatives available, and other factors including our duties and obligations. These duties include balancing the need under The Electricity Act 1989 to be economic and efficient, which includes keeping costs down in the interests of the bill-paying consumers, with a duty to have regard to preserving amenity, which includes the natural environment, cultural heritage, landscape and visual quality. The National Policy Statement (NPS) EN-5 makes clear that *'the Government's position that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e., National Parks, The Broads, or Areas of Outstanding Natural Beauty)'.* The NPS also confirms that widespread and significant adverse landscape and/or visual impacts in other locations may also justify the use of undergrounding. We may also adopt underground cables in other circumstances such as to cross existing 400 kV overhead line infrastructure. Therefore, whilst undergrounding the whole route is not considered appropriate, National Grid's proposals do include underground cable within the Dedham Vale Area of Outstanding Natural Beauty (AONB) in accordance with NPS EN-5. Prior to our 2023 non-statutory consultation we identified the need to extend the underground cable beyond the AONB boundary because of potential effects, we have further extended this section of underground cable following consideration of feedback on our 2023 non-statutory consultation and additional investigation into potential effects. We also identified an approximately 4 km section near Great Horkesley as meeting the particularly sensitive criteria where underground cable is also proposed and following consideration of feedback to the 2023 non-statutory consultation, we are reviewing the potential to utilise around 2 km of underground cable near Diss though this is subject to review of the findings of ground investigations and further studies. Additionally, underground cable is proposed at Fairstead for a 400 kV overhead line crossing and for around 5 km for the crossing of the Lower Thames Crossing proposals and line entry to Tilbury Substation.
4.4.32	Suggest that underground cables are used for the Project in the Waveney Valley.	National Grid continues to investigate the development of the appropriate design solution in the vicinity of the Waveney Valley via a range of investigations. Pending the outcome of those investigations we consider that the use of overhead lines as set out in the 2023 non-statutory consultation is consistent with policy (National Policy Statement (NPS) EN-1 and EN-5). However, for the 2024 statutory consultation we are proposing to also consult on a Waveney Valley alternative which includes a section of underground cable between approximately RG084 and RG091. Whether this is ultimately taken forward (or taken forward in an amended form) will be informed by consideration of landscape and visual, ecology and heritage effects along with the findings of technical and ground investigations amongst a range of factors including feedback received. We will continue to make changes to the 2024 preferred draft alignment as we receive further feedback and as the Project develops.
4.4.33	Suggest the use of underground cables through Gipping Valley (e.g., to minimise impact on St Mary's Church, Bradley).	National Grid has carefully considered the feedback received during the 2023 non-statutory consultation, the alternatives available, and other factors including our duties and obligations. These duties include balancing the need to be economic and efficient, which includes keeping costs down in the interests of the bill-paying consumers, with a duty to have regard to preserving amenity, which includes the natural environment, cultural heritage, landscape, and visual quality. National Policy Statement (NPS) EN-5 makes clear *that 'the Government's position that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is*

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		reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or Areas of Outstanding Natural Beauty)'. The NPS also confirms that widespread and significant adverse landscape and/or visual impacts in other locations may also justify the use of undergrounding. We may also adopt underground cables in other circumstances such as to cross existing 400 kV overhead line infrastructure. No such designations or crossing locations have been identified in this section which is therefore proposed as an overhead line at this stage. We are undertaking an Environmental Impact Assessment (EIA) to assess the potential impact of the Project, and this will identify any need for additional mitigation.
4.4.34	Suggestion that the Project is routed away from / the Project should not be located at a specific location.	Further assessment and technical appraisal have been undertaken following feedback received from the 2023 non-statutory consultation which has resulted in several changes to the current draft alignment. Further details on these changes can be found in the Design Development Report, published as part of the 2024 statutory consultation. Further changes to the draft alignment will be considered as the Project develops.
4.4.35	Suggestion that the Project is routed away from / the Project should not be located at Burstall.	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Burstall. Beyond alternatives set out in the Design Development Report (DDR) in this area, and in the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the draft alignment. Guidelines on overhead line routeing are known as the *'Holford Rules'* which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Chapter 1 of this report.
4.4.36	Suggestion that the Project is routed away from / the Project should not be located at Cotton.	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Cotton. In the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the draft alignment. Guidelines on overhead line routeing are known as the *'Holford Rules'* which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Chapter 1 of this report.
4.4.37	Suggestion that the Project is routed away from / the Project should not be located at Flowton.	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Flowton. Beyond alternatives set out in the Design Development Report (DDR) in this area, and in the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the draft alignment. Guidelines on overhead line routeing are known as the *'Holford Rules'* which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Chapter 1 of this report.
4.4.38	Suggestion that the Project is routed away from / the Project should not be located at Gipping.	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Gipping. In the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the draft alignment. Guidelines on overhead line routeing are known as the *'Holford Rules'* which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Chapter 1 of this report.

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4.4.39	Suggestion that the Project is routed away from / the Project should not be located at Mellis Common, Thornham.	National Grid is proposing a change to the draft alignment between RG102 and RG117 (previously RG103 and RG116) to adopt the alignment of the existing 132 kV overhead line for approximately 2 km, to then realign south to the west of Burgate Road. This change is being proposed to reduce potential impacts on nearby historical assets. This change would move the draft alignment to the north of Great Wood and would therefore move further away from Mellis Common. We will continue to make changes where practicable as we receive further feedback and as the Project develops.
4.4.40	Suggestion that the Project is routed away from / the Project should not be located at Offton.	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Offton. In the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the draft alignment. Guidelines on overhead line routeing are known as the *'Holford Rules'* which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Chapter 1 of this report.
4.4.41	Suggestion that the Project is routed away from / the Project should not be located at Palgrave.	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Palgrave. In the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the draft alignment. Guidelines on overhead line routeing are known as the *'Holford Rules'* which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Chapter 1 of this report.
4.4.42	Suggestion that the Project is routed away from / the Project should not be located at Roydon Fen.	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Roydon Fen. Beyond alternatives set out in the Design Development Report (DDR) in this area, and in the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the draft alignment. Guidelines on overhead line routeing are known as the *'Holford Rules'* which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Chapter 1 of this report.
4.4.43	Suggestion that the Project is routed away from / the Project should not be located at Stowupland.	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Stowupland. In the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the draft alignment. Guidelines on overhead line routeing are known as the *'Holford Rules'* which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Chapter 1 of this report.
4.4.44	Suggestion that the Project is routed away from / the Project should not be located at The Waveney Valley.	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from The Waveney Valley. Noting that the east-west alignment of the Waveney Valley means a crossing is unavoidable, and in the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the draft alignment. Guidelines on overhead line routeing are known as the *'Holford Rules'* which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Chapter 1 of this report.

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4.4.45	Suggestion that the Project is routed away from / the Project should not be located at Willisham.	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Willisham. In the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the draft alignment. Guidelines on overhead line routeing are known as the *'Holford Rules'* which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Chapter 1 of this report.
4.4.46	Suggestion that the Project is routed away from / the Project should not be located at Wortham Ling.	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Wortham Ling. Beyond alternatives set out in the Design Development Report (DDR) in this area, and in the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the draft alignment. Guidelines on overhead line routeing are known as the *'Holford Rules'* which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Chapter 1 of this report.
Economic / Employment Impact		
4.4.47	Concern about the negative impact on businesses in the area.	Through the routeing and siting exercise National Grid has sought and will continue to reduce as far as practicable impacts to businesses. To reduce potential impacts, we are identifying businesses and enterprises and their primary function, and also those that are likely to generate tourism such as private gardens and parks. These have been and will continue to be considered during the iterative design process. Impacts on local businesses will be presented within a Socio-economics, Recreation and Tourism assessment which is being undertaken and will be written up to form part of the Environmental Impact Assessment (EIA). As part of this assessment, a range of measures will be considered throughout the construction phase of the Project to minimise disruption to businesses and their users. These measures will be identified within the Environmental Statement (ES) that will accompany the Development Consent Order (DCO) application.
Environmental Impact		
4.4.48	Concern that the Project will impact designated sites (e.g. Sites of Special Scientific Interest (SSSI), Ancient Woodland and a Royal Society for the Protection of Birds (RSPB) reserve).	Through routeing and siting, National Grid has sought and will continue to reduce as far as practicable impacts on biodiversity and in particular features of high ecological value, such as Sites of Special Scientific Interest (SSSI), Special Protection Areas (SPAs), Ramsar sites and Ancient Woodland. The process of route design takes account of existing biodiversity, the natural environment and, where practicable, seeks to reduce potential impacts on areas of ecological sensitivity, through avoidance or mitigation. The Environmental Impact Assessment (EIA) for the Project will assess the effects on biodiversity (which includes receptors such as SSSIs, SPAs, Ramsar sites and Ancient Woodland) and where necessary will detail mitigation requirements. The assessment methodology has been discussed and agreed with Natural England and the assessment will be presented in the Environmental Statement (ES) or Habitats Regulations Assessment (HRA) depending on potential impact pathways. We will continue to engage with Natural England, the Royal Society for the Protection of Birds (RSPB) and other relevant stakeholders on aspects relating to biodiversity and the natural environment, including appropriate mitigation measures and techniques, and will take their views into account as the Project continues to develop.

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4.4.49	Concern that the Project will result in a negative impact on the environment generally (no details given).	Through routeing and siting, National Grid has sought and will continue to reduce as far as practicable impacts on the environment. National Grid is undertaking an Environmental Impact Assessment (EIA) for the Project. The results of this assessment will be provided in the Environmental Statement (ES) that will accompany the Development Consent Order (DCO) application. The ES will identify and assess the likely significant effects on the environment resulting from the construction and operation (and maintenance) of the Project and will recommend appropriate mitigation measures to reduce potential effects. The scope of the EIA is included in the Scoping Report which was submitted to the Planning Inspectorate in November 2022. We will continue to engage with a range of stakeholders (including Statutory Environmental Bodies (SEBs) and relevant Local Planning Authorities (LPAs)) throughout the development of the Project design and environmental assessment work.
Financial Compensation		
4.4.50	Concern that the Project will devalue property / impact on property value in this section.	National Grid acknowledges that its proposals may cause concern to landowners. Diminishment of property value known as 'injurious affection' and any other appropriate heads of claim will be considered on an individual basis in accordance with current legislation. We will pursue a voluntary agreement with affected landowners, acquiring rights in accordance with our Land Rights Strategy (the strategy is subject to review). If a voluntary agreement cannot be reached, then the Compulsory Purchase Code allows for a claim of compensation for the loss that property owners may have suffered as a direct result of the retained part of your property ownership being worth less as a direct result of the works. If there are any specific concerns about the devaluation of property National Grid would advise seeking third party advice or alternatively please contact the Project team: Norwich-Tilbury@fishergerman.co.uk or by calling us on Freephone 0808 175 3314. Alternatively, you can write to Norwich to Tilbury Land Team, Fisher German, The Atrium, Risby Business Park, Newmarket Road, Risby, Bury St Edmunds, IP28 6RD.
Health, Safety and Wellbeing		
4.4.51	Concern that the Project may result in a negative impact on mental health / health and wellbeing.	National Grid recognises people may have concerns about the health effects of living close to an overhead line, and that the uncertainty whilst the proposals are developed may cause anxiety. We have sought to reduce potential effects on communities and residents through routeing and design. We have also sought to reduce concern or uncertainty about the proposals through making timely design decisions and engaging with the people and stakeholders throughout the development of the Project. The Project team will continue to engage with people potentially affected during the development of the Project, through regular communication including letters, phone calls and meetings. This will enable concerns to be raised and discussed at an early opportunity and provide a regular point of contact to respond to queries and concerns. We urge anyone with concerns to get in touch through the Norwich to Tilbury Freephone number, address or email throughout the development of the Project: • **Call our Community Helpline:** 0800 915 2497 (Lines are open Monday to Friday 9am-5:30pm)

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		• **Email us:** contact@n-t.nationalgrid.com • **Write to us:** FREEPOST N TO T (No stamp or further address details are required) The UK has a carefully thought-out set of policies for protecting us all against Electric and Magnetic Fields (EMFs), the main component of which is exposure guidelines. Those exposure guidelines are set by independent scientific bodies and are based on decades-long studies into the effects of EMFs and ill health. After those decades of research, the weight of evidence is against there being any health risks of EMFs below the guideline limits. These policies are incorporated into the decision-making process for development consent in National Policy Statement (NPS) EN-5. It is National Grid's policy to ensure that all of its equipment comply fully with those exposure limits. Our approach is to ensure that all our equipment complies with the policies, which are set by Government on the advice of their independent advisors. The proposed overhead lines, underground cables and substation will be designed to ensure they are fully compliant with these policies and guidelines. This ensures that health concerns relating to EMFs are properly and adequately addressed.
4.4.52	Concern that the siting of overhead lines presents a risk to light aircrafts in the area.	Our review of airfields within 4 km of the preferred corridor identified 10 General Aviation (GA) sites, one military site (Wattisham Flying Station) and the Mid and South Essex National Health Service (NHS) Broomfield Hospital which receives helicopters from a helipad on the roof of the main hospital building. We have also considered other airfields and flight activities where these have been identified through the 2022 and 2023 non-statutory consultations including for ballooning and for model flying. As well as considering feedback, National Grid's aviation advisers (an independent aviation consultancy) have directly engaged with these parties. A number of route alignment and pylon positioning changes have been made following consideration of feedback and in all but one case the assessment concludes that the airfields can continue to operate. In the remaining case of a private airstrip near Little Burstead we continue to liaise with the operator to identify an appropriate solution. Specifically in respect of Wattisham Flying Station our proposals position the alignment onto relatively lower ground (to remove the potential for interference with Instrument Landing System (ILS) radar) and adopt an alignment closer to the existing 132 kV overhead line and include replacing part of the 132 kV line south of Offton by underground cable to avoid a new overhead line corridor being introduced. We will continue to engage with relevant parties as appropriate throughout the project development process.
Heritage		
4.4.53	Concern about archaeological impacts (including impacts on sites of significance).	Through routeing and siting National Grid has sought and will continue to reduce as far as practicable potential impacts on the historic environment. We will be writing up our Historic Environment Assessment which will form part of the Environmental Impact Assessment (EIA) and will identify likely significant effects on archaeological sites. To inform this assessment, we are undertaking desk-based assessment and a suite of archaeological surveys to understand the baseline historic environment and refine the Project design further. We will continue to engage with Historic England and relevant Local Planning Authorities (LPAs) on aspects relating to heritage, including appropriate mitigation measures and techniques and to take their views into account as the Project continues to develop.
4.4.54	Concern about the negative impact on heritage buildings /	Through routeing and siting National Grid has sought to and will continue to reduce as far as practicable potential impacts on the historic environment, including listed buildings and known heritage assets. If potential impacts on the

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	listed buildings / historical site and suggest that the Project is routed away from or not located at heritage buildings / listed buildings / historical sites.	historic environment are identified, we will explore a range of mitigation measures such as careful siting of pylons and screening (both new and existing) to reduce potential impacts where practicable. This will be presented within the Historic Environment Assessment which will be written up and will form part of the Environmental Impact Assessment (EIA) for the Project. We will continue to engage with Historic England and relevant Local Planning Authorities (LPAs) on aspects relating to heritage, including appropriate mitigation measures and techniques and will take their views into account as the Project continues to develop.
4.4.55	Concern over the impact of the Project on Historic water meadows.	Through routeing and siting National Grid has sought to and will continue to reduce as far as practicable potential impacts on the historic environment, including impacts on the historic landscape, including historic water meadows. If impacts on the historic landscape occur, National Grid will explore a range of mitigation measures such as careful siting or reinstatement of historic landscape features to reduce potential impacts where practicable. Where impacts on the historic landscape are identified these will be presented within the Historic Environment Assessment which we will be writing up and will form part of the Environmental Impact Assessment (EIA) for the Project. Relevant impacts on meadow habitats will also be assessed as part the Ecology and Biodiversity assessment presented in the Environmental Statement (ES). National Grid will continue to engage with Historic England and relevant Local Planning Authorities (LPAs) on aspects relating to heritage, including appropriate mitigation measures and techniques and will take their views into account as the Project continues to develop.
4.4.56	Concern over the possible impact on hydrology and waterlogged archaeological remains (this could include impacts upon features like moats and other historic waterbodies, as well as deposits of paleoenvironmental origin in, for example, the Waveney and Stour Valleys).	The Project will be subject to an assessment of its effect on land drainage, the hydrological and hydrogeological regimes and will secure measures to manage and mitigate any effects. Assessments will be undertaken in collaboration with the Historic Environment Assessment, to ensure any areas of waterlogged archaeological remains and historic waterbodies are known to the Project team. Results of assessment in relation to waterlogged archaeological remains and historic waterbodies will be presented in the Historic Environment Assessment.
Mitigation		
4.4.57	Suggest mitigation measures (e.g., through planting and screening measures/ replanting / rewilding / habitats replacement).	Through the routeing and siting exercise, National Grid has sought to, and will continue to seek to maximise the use of existing landform and vegetation to screen and filter views of the Project as far as practicable as it passes through the wider landscape. Where new infrastructure is required as part of the Project and the Environmental Impact Assessment (EIA) concludes that additional mitigation would be appropriate, measures to reduce effects can include the use of

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		underground cables in the areas of highest amenity value (e.g. the Dedham Vale Area of Outstanding Natural Beauty (AONB)), sympathetic siting of infrastructure including substations, Cable Sealing End (CSE) compounds and pylons, and where necessary a range of mitigation planting for the purpose of softening and screening. The Environment Act 2021 introduces a mandatory requirement for 10% Biodiversity Net Gain (BNG) for new Development Consent Order (DCO) developments (which is not yet in force). We have committed to deliver Net Gain of at least 10% or greater in environmental value (including BNG) on all construction projects. The Net Gain target for the Project is currently voluntary and aligned with our corporate sustainability commitment. As well as seeking to avoid and minimise impacts to nature, the Project will consider the land required for mitigation, compensation and enhancement that can deliver BNG and wider environmental benefits, which will be identified as the Project design develops. This may require delivery of offsite Biodiversity Units via habitat creation or enhancement actions in strategic areas, and we will consider all options that are available to us.
4.4.58	Suggest that mitigation measures are implemented to address concerns relating to the impact of the Project on the Waveney Valley (e.g., impacting the Landscape Recovery Project, wildlife, the Ouse Project area, designated sites, etc).	National Grid is engaging with stakeholders to find out more information on the Landscape Recovery Project and the Ouse Project area as well as other local schemes. As and when further information is made available on these local projects/initiatives further assessment can be made. Potential impacts as a result of both the construction and any proposed mitigation measures will take into account these projects. The Environment Act 2021 introduces a mandatory requirement for 10% Biodiversity Net Gain (BNG) for new Development Consent Order (DCO) developments (which is not yet in force). National Grid has committed to deliver Net Gain of at least 10% or greater in environmental value (including BNG) on all construction projects. The Net Gain target for the Project is currently voluntary and aligned with National Grid's corporate sustainability commitment. As well as seeking to avoid and minimise impacts to nature, the Project will consider the land required for mitigation, compensation and enhancement that can deliver BNG and wider environmental benefits, which will be identified as the Project design develops. This may require delivery of offsite Biodiversity Units via habitat creation or enhancement actions in strategic areas, and we will consider all options that are available to us.
Public Rights of Way (PRoW)		
4.4.59	Concern about the negative impact on Public Rights of Way (PRoW).	Through routeing and siting, National Grid has sought to and will continue to reduce, as far as practicable, impacts and disruption to Public Rights of Way (PRoW). The iterative process of route design has identified the existing PRoW network and their wider connectivity and sought where practicable to reduce and where possible remove impacts to PRoW. If mitigation is required, measures may include the temporary closure of PRoW during the construction phase, and where practicable a diversion to allow for the continued use and movement of the wider PRoW network. Effects on PRoW will be mitigated where possible, maintaining access where practicable, with closures as a last resort. We will continue to engage with relevant stakeholders on the PRoW network to enable feedback and input to be considered as the Project develops. A PRoW Management Strategy will be prepared as part of the Outline Code of Construction Practice (CoCP) and submitted with the Development Consent Order (DCO) application.

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4.4.60	Suggest mitigation measures for Public Rights of Way (PRoW).	Through routeing and siting, National Grid has sought to and will continue to reduce, as far as practicable, impacts and disruption to Public Rights of Way (PRoW). The iterative process of route design has identified the existing PRoW network and their wider connectivity and sought where practicable to reduce and where possible remove impacts to PRoW. In the event that mitigation is required, measures may include, the temporary closure of PRoW during the construction phase, and where practicable a diversion to allow for the continued use and movement of the wider PRoW network. Effects on PRoW will be mitigated where possible, maintaining access where practicable, with closures as a last resort. National Grid will continue to engage with relevant stakeholders on the PRoW network to enable feedback and input to be considered as the Project develops. A PRoW Management Strategy will be prepared as part of the Outline Code of Construction Practice (CoCP) and submitted with the Development Consent Order (DCO) application.
Tourism		
4.4.61	Concern about the impact of the Project on tourism.	National Grid has a duty under the Electricity Act 1989 to have regard to the desirability of (amongst other things) preserving natural beauty, and to do what it reasonably can to mitigate the associated effects of new infrastructure. Through routeing and siting we have sought to avoid, as far as practicable, locations important for leisure and tourism. This includes taking forward a preferred draft route alignment which included changes to reduce effects on sites important for tourism such as Bressingham Steam Museum and Gardens. We will continue to consider these locations as we develop our proposals and seek to reduce effects, by implementing measures such as, the use of underground cables in the areas of highest amenity value (Dedham Vale Area of Outstanding Natural Beauty (AONB)), and appropriately control construction related traffic movements during the construction phase to minimise disruption to local road users. Potential impacts on leisure and tourism will be presented within a Socio-economics, Recreation and Tourism assessment which is being written up and will form part of the Environmental Impact Assessment (EIA). As part of this assessment, a range of measures are being considered throughout the construction phase of the Project to minimise disruption on leisure and tourism. These include traffic management, signage and routeing measures. These will be identified within the Environmental Statement (ES), the Outline Code of Construction Practice (CoCP) and the Outline Construction Traffic Management Plan (CTMP).
Visual Impact		
4.4.62	Concern about the cumulative effect of onshore National Grid projects within this section.	National Grid is, as part of the Environmental Impact Assessment (EIA) for the Project, undertaking a cumulative effects assessment in accordance with the Planning Inspectorate's Advice Note Seventeen 'Cumulative Effects Assessment'. We are also engaging with developers of infrastructure projects and other National Grid project teams in the area to understand their development plans and to identify complementary design principles and parameters where available and if practicable.

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4.4.63	Concern that the Project will be unsightly / visually intrusive (e.g. overhead lines, Cable Sealing End (CSE) compounds and substations).	The relevant National Policy Statement (NPS) is EN-5 which makes it clear that the Government considers overhead lines to be appropriate and acceptable in most instances, although it recognises that that there may be, at particularly sensitive locations, potential adverse landscape and visual impacts of an overhead line that make it inconsistent with our duties and relevant planning policy. In such cases the use of 400 kV underground cable would be adopted between carefully sited Cable Sealing End (CSE) compounds noting that such structures themselves may give rise to visual effects. The proposed East Anglia Connection Node (EACN) substation siting has also considered the potential for landscape and visual effects and whether particular sites provide greater screening or potential for screening to reduce effects. Projects of this nature are required to assess the potential environmental impacts of the proposals, and report on those, and set out proposed mitigation, in an Environmental Statement (ES) in accordance with the relevant Environmental Impact Assessment (EIA) Regulations. The EIA starts early in the process and, in that respect, a considerable amount of assessment work has been undertaken to allow preliminary judgements to be made about the design and routeing of the Project. This has been set out in various publications (The Corridor and Preliminary Routeing and Siting Study (CPRSS), published as part of the 2022 non-statutory consultation, the Design Development Report, 2022 Non-Statutory Consultation Feedback Report and Strategic Options Backcheck and Review, published as part of the 2023 non-statutory consultation) with feedback helping shape the preliminary proposals. Further detailed assessment work has been undertaken since the 2023 non-statutory consultation and is published in the Preliminary Environmental Information Report (PEIR) to accompany the statutory consultation stage of the Project. National Grid will be writing up its Landscape and Visual Impact Assessment (LVIA) that will, in addition to other topic specific assessments, form the latter part of the EIA for the Project. This will include a write-up of an assessment on both landscape character and visual amenity. Where likely significant effects are anticipated the LVIA will consider and identify areas where it may be necessary and appropriate to put forward potential mitigation such as screen planting and softening as part of an iterative design and assessment process.
4.4.64	Concern that the Project will cause a negative impact on landscape / views.	The relevant National Policy Statement (NPS) is EN-5 which makes it clear that the Government considers overhead lines to be appropriate and acceptable in most instances, although it recognises that that there may be, at particularly sensitive locations, potential adverse landscape and visual impacts of an overhead line that make it inconsistent with our duties and relevant planning policy. National Grid through the routeing and siting exercise has sought to reduce the impact on landscape character and visual amenity. We will continue to consider both landscape character and amenity value as we develop our proposals and seek to reduce effects. Measures to reduce such effects have included the use of underground cables in the areas of highest amenity value such as the Dedham Vale Area of Outstanding Natural Beauty (AONB) and its setting and careful consideration of siting of infrastructure and pylons. Projects of this nature are required to assess the potential environmental impacts of the proposals, and report on those, and set out proposed mitigation, in an Environmental Statement (ES) in accordance with the relevant Environmental Impact Assessment (EIA) Regulations. The EIA starts early in the process and, in that respect, a considerable amount of assessment work has been undertaken to allow preliminary judgements to be made about the design and routeing of the Project. This has been set out in various publications (The Corridor and Preliminary

Ref no.	Summary of matters raised	National Grid's response
		Routeing and Siting Study (CPRSS), published as part of the 2022 non-statutory consultation, the Design Development Report, 2022 Non-Statutory Consultation Feedback Report and Strategic Options Backcheck and Review, published as part of the 2023 non-statutory consultation) with feedback helping shape the preliminary proposals. Further detailed assessment work has been undertaken since the 2023 non-statutory consultation and is published in the Preliminary Environmental Information Report (PEIR) to accompany the statutory consultation stage of the Project. National Grid will be writing up its Landscape and Visual Impact Assessment (LVIA) that will, in addition to other topic specific assessments, form the latter part of the EIA for the Project. This will include a write-up of an assessment on both landscape character and visual amenity. Where likely significant effects are anticipated the LVIA will consider and identify areas where it may be necessary and appropriate to put forward potential mitigation such as screen planting and softening as part of an iterative design and assessment process.
Wildlife / Ecology Impact		
4.4.65	Concern about the impact of the Project (including overhead lines) on birds.	Birds are being assessed in the biodiversity assessment which will form part of the Environmental Impact Assessment (EIA) following extensive desk study and field work. A bespoke survey scope specifically to assess collision risk with overhead lines has been agreed with Natural England targeting wintering / passage birds. Surveys commenced in September 2022 with the assessment to be included within the EIA. Should adverse impact be identified, they will be minimised as far as possible, where practicable. It is anticipated that a range of habitats within the land required for the construction of the Project would provide suitable habitat to support breeding birds and particularly those associated with farmland habitat. A survey scope for breeding birds is currently being discussed with Natural England ahead of the 2024 breeding season to identify key areas and potential impact pathways. Any trees to be impacted will also be surveyed to determine their suitability to support barn owl. Following the completion of survey work, the subsequent assessment will be included within the EIA. The Biodiversity Net Gain (BNG) strategy will take into account protected/notable species such as those species mentioned. It is noted that birds are a mobile species, and it is likely that active nests may be encountered during the construction phase. Precautionary working methods for breeding birds will be included within the Outline Code of Construction Practice (CoCP) that will accompany the Development Consent Order (DCO) application.
4.4.66	Concern about the impact of overhead lines on birds flying.	Birds are being assessed in the biodiversity assessment which will form part of the Environmental Impact Assessment (EIA). A bespoke survey scope specifically to assess collision risk with overhead lines has been agreed with Natural England targeting wintering / passage birds. Surveys commenced in September 2022 with the assessment to be included within the EIA. Should adverse impact be identified, they will be minimised as far as possible, where practicable.
4.4.67	Concern that birds of prey will be impacted by the Project (e.g., overhead line frequencies / disturbance).	Birds of prey are being considered through desk study and survey work, with a subsequent assessment to be included within the Environmental Impact Assessment (EIA). Bespoke surveys to identify trees with the potential to support barn owl are and will continue to be undertaken in 2023/2024 in combination with a suite of breeding, wintering and passage bird surveys. All bird survey scopes either have been agreed or are currently in discussion with Natural England.

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		The Biodiversity Net Gain (BNG) strategy will take into account protected/notable species of birds of prey providing additional habitat for prey species to increase food resource. It is also well documented that certain species, notably Peregrine, Hobby, Kestrel and Tawny Owl utilise pylons as artificial nesting opportunities.
4.4.68	Concern that the Project will result in a negative impact on flora / plants / woodlands / hedgerows.	Through routeing and siting National Grid has sought to and will continue to reduce as far as practicable potential impacts on biodiversity including priority grassland, wetland, woodland, and hedgerow habitats. The process of route design takes account of existing biodiversity, the natural environment and, where practicable, seeks to reduce potential impacts on areas of ecological sensitivity, through avoidance or mitigation. The Environmental Impact Assessment (EIA) for the Project will assess the effects on important ecological receptors (which includes grasslands, wetlands, woodlands and hedgerows). As part of the EIA process for the Project, a suite of ecological surveys has been and will continue to be undertaken. The findings of which will inform the design and approach to mitigation. We will continue to engage with Natural England and Local Planning Authorities (LPAs) on aspects relating to biodiversity and the natural environment, including appropriate mitigation measures and techniques, and to take their views into account as the Project continues to develop. The Environment Act 2021 introduces a mandatory requirement for 10% Biodiversity Net Gain (BNG) for new Development Consent Order (DCO) developments (which is not yet in force). We have committed to deliver Net Gain of at least 10% or greater in environmental value (including BNG) on all construction projects. The Net Gain target for the Project is currently voluntary and aligned with our corporate sustainability commitment. As well as seeking to avoid and minimise impacts to nature, the Project will consider the land required for mitigation, compensation and enhancement that can deliver BNG and wider environmental benefits, which will be identified as the Project design develops. This may require delivery of offsite Biodiversity Units via habitat creation or enhancement actions in strategic areas, and we will consider all options that are available to us.
4.4.69	Concern that the Project will result in a negative impact on protected species (also use specific code if species is provided).	Through routeing and siting National Grid has sought and will continue to reduce as far as practicable potential impacts on biodiversity including protected species. The process of routeing takes account of existing biodiversity, the natural environment and, where practicable, seeks to reduce potential impacts on areas of ecological sensitivity including protected species and their associated habitats, through avoidance or mitigation. A comprehensive survey effort for a range of protected species is currently underway with surveys proposed to continue throughout 2024. The Environmental Impact Assessment (EIA) for the Project will assess the effects on protected species based on this baseline information and where/if required appropriate mitigation measures will be detailed. We will continue to engage with Natural England and Local Planning Authorities (LPAs) on aspects relating to biodiversity and the natural environment, including appropriate mitigation measures and techniques for protected species and to take their views into account as the Project continues to develop. Where/if necessary, we will seek to obtain letters of no impediment from Natural England by producing draft protected licences in advance of Development Consent Order (DCO) examination, which will ensure legal compliance and best practice guidance are adhered to and ensure that Natural England agree with our mitigation approach.

Ref no.	Summary of matters raised	National Grid's response
4.4.70	Concern that the Project will result in a negative impact on river ecology.	Through routeing and siting National Grid has sought and will continue to reduce as far as practicable potential impacts on biodiversity including river ecology. The process of routeing takes account of existing biodiversity, the natural environment and, where practicable, seeks to reduce potential impacts on areas of ecological sensitivity such as river corridor habitats and any associated protected species, through avoidance or mitigation. As part of the Environmental Impact Assessment (EIA) process for the Project, a suite of ecological surveys has been and will continue to be undertaken throughout 2024 including along river corridors. The EIA for the Project will assess the effects on biodiversity and where required appropriate mitigation measures. We will continue to engage with Natural England, the Environment Agency and Local Planning Authorities (LPAs) on aspects relating to river ecology, including appropriate mitigation measures and techniques and to take their views into account as the Project continues to develop. The Environment Act 2021 introduces a mandatory requirement for 10% Biodiversity Net Gain (BNG) for new Development Consent Order (DCO) developments (which is not yet in force). We have committed to deliver Net Gain of at least 10% or greater in environmental value (including BNG) on all construction projects including for river ecology. The Net Gain target for the Project is currently voluntary and aligned with our corporate sustainability commitment. As well as seeking to avoid and minimise our impacts to nature, the Project will consider the land required for watercourse mitigation, compensation and enhancement that can deliver BNG and wider environmental benefits, which will be identified as the Project design develops. This may require delivery of offsite Biodiversity Units via habitat creation or enhancement actions in strategic areas, and we will consider all options that are available to us.
4.4.71	Concern that the Project will result in a negative impact on wildlife / habitats.	Through routeing and siting, National Grid has sought and will continue to reduce as far as practicable potential impacts on biodiversity. The process of route design takes account of existing biodiversity, the natural environment and, where practicable, seeks to reduce potential impacts on areas of ecological sensitivity, through avoidance or mitigation. The Environmental Impact Assessment (EIA) for the Project will assess the impact and subsequent effects on biodiversity and if necessary, the mitigation requirements, such as habitat creation. We will continue to engage with Natural England on aspects relating to biodiversity and the natural environment, including appropriate mitigation measures and techniques, to take their views into account as the Project continues to develop. The Environment Act 2021 introduces a mandatory requirement for 10% Biodiversity Net Gain (BNG) for new Development Consent Order (DCO) developments (which is not yet in force). National Grid has committed to deliver Net Gain of at least 10% or greater in environmental value (including BNG) on all construction projects. The Net Gain target for the Project is currently voluntary and aligned with our corporate sustainability commitment. As well as seeking to avoid and minimise our impacts to nature, the Project will consider the land required for mitigation, compensation and enhancement that can deliver BNG and wider environmental benefits, which will be identified as the Project design develops. This may require delivery of offsite Biodiversity Units via habitat creation or enhancement actions in strategic areas, and we will consider all options that are available to us.

Ref no.	Summary of matters raised	National Grid's response
4.4.72	Suggest ecological enhancements as part of the Project.	The Environment Act 2021 introduces a mandatory requirement for 10% Biodiversity Net Gain (BNG) for new Development Consent Order (DCO) developments (which is not yet in force). National Grid has committed to deliver Net Gain of at least 10% or greater in environmental value (including BNG) on all construction projects. The Net Gain target for the Project is currently voluntary and aligned with our corporate sustainability commitment. As well as seeking to avoid and minimise our impacts to nature, the Project will consider the land required for mitigation, compensation and enhancement that can deliver BNG and wider environmental benefits, which will be identified as the Project design develops. This may require delivery of offsite Biodiversity Units via habitat creation or enhancement actions in strategic areas, and we will consider all options that are available.

Section C and D: Babergh, Tendring and Colchester Feedback

Figure 4.13- Babergh, Tendring and Colchester section map

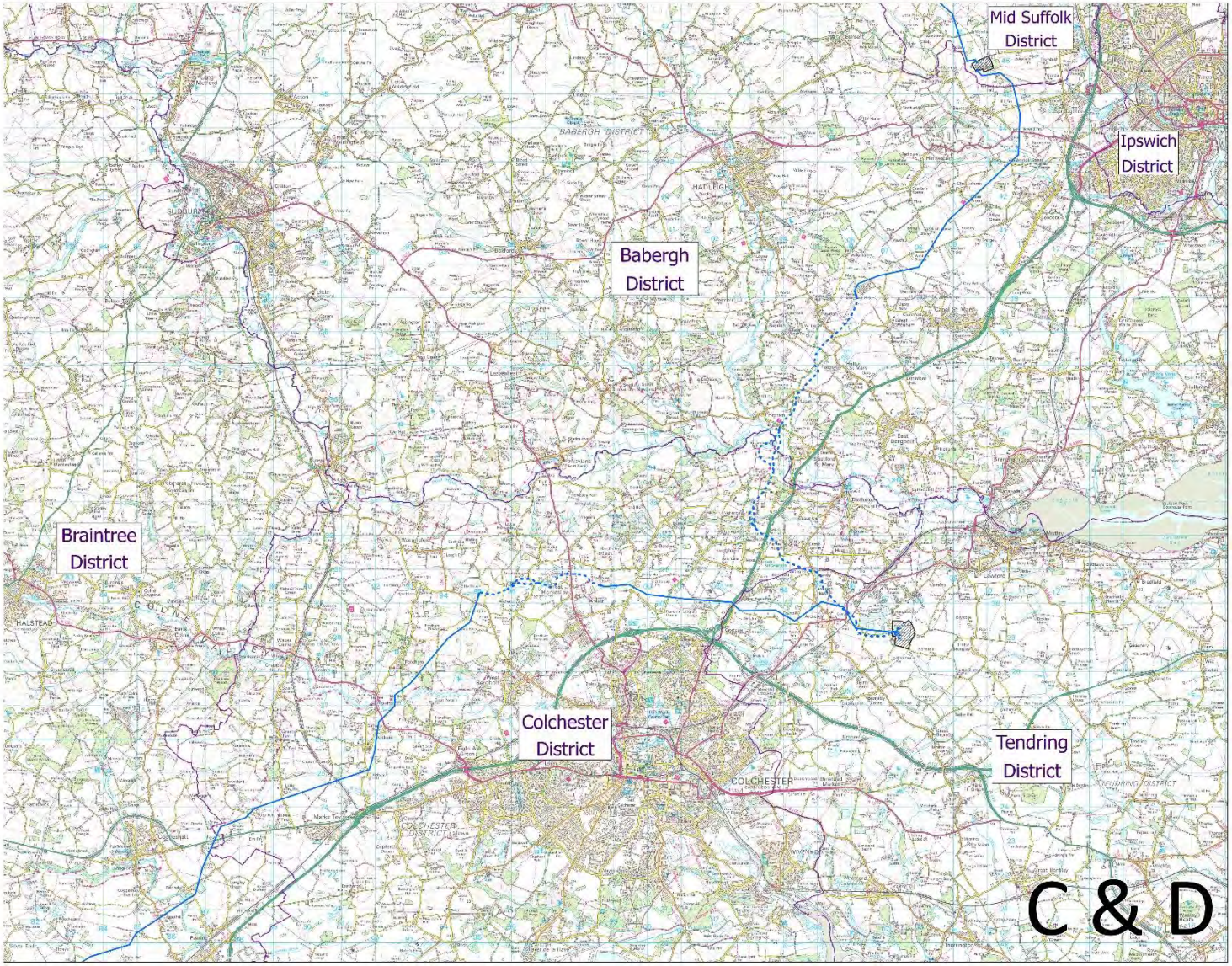


Table 4.5- Summary of consultee comments on **Section C and D: Babergh, Tendring and Colchester** and National Grid's response

Ref no.	Summary of matters raised	National Grid's response
Agricultural Land		
4.5.1	Concern that the Project will take away valuable agricultural land / disrupt farming operations.	National Grid is and will continue to work with all landowners including farmers who may be affected by the proposals to understand the impacts on their operations and to work with them as the Project is developed. We will seek to work with the farming community to limit disruption where practicable. This includes providing prior warning of works which may result in the need to move livestock. Compensation claims for disturbance are considered on a case-by-case basis, if negative impact on farming operations can be proven. Particular agricultural matters can also be addressed through voluntary land agreements.
4.5.2	Concerned that the Project will have a negative impact on agricultural livestock (e.g., farm animals grazing).	National Grid is and will continue to work with all landowners including farmers and equestrian facilities who may be affected by the proposals to understand the impacts on their operations and to work with them as the Project is developed. We will seek to work with the farming community to limit disruption where practicable. This includes providing prior warning of works which may result in the need to move livestock. Compensation claims for disturbance are considered on a case-by-case basis, if negative impact on farming operations can be proven. Particular agricultural matters can also be written into voluntary land agreements. There will also be mitigation put in place where animal grazing maybe affected. As well as possible effects on humans, possible effects of electric and magnetic fields (EMFs) on various animals have been studied a number of times. No detectable effects of EMFs have been found on, for example, health, milk production, fertility, and behaviour. This is confirmed in National Policy Statement (NPS) EN-5 which states: *'There is little evidence that exposure of crops, farm animals or natural ecosystems to transmission line EMFs has any agriculturally significant consequences.'*
Airfields		
4.5.3	Concern about the impact of the Project on Boxted Airfield (Royal Air Force (RAF) Boxted) / Suggestion that the Project is routed away from Boxted Airfield (RAF Boxted).	National Grid has appointed an independent aviation consultancy who has contacted Boxted Airfield. Following further assessment, it has been determined that the airfield is deemed to be disused. It was last used for a one day fly in 2021 by the South Suffolk Strut who have advised that they no longer wish to use the airfield due to the condition of the runway. We will continue to engage with nearby airfields as appropriate throughout the project development process.
4.5.4	Concern about the impact of the Project on Brook Farm Airstrip / Suggestion that the Project is routed away from Brook Farm Airstrip.	National Grid has assessed an alternative alignment in this area and is proposing a change to the 2023 preferred draft alignment between RG90 and RG100. This change is required due to the presence of Brook Airstrip where further assessment on the potential impact of the Project on this airstrip has identified a need to move the alignment further east. We will continue to engage with the airfield and make changes to the 2024 preferred draft alignment as we receive further feedback and as the Project develops.
4.5.5	Concern about the impact of the Project on Nayland Airfield / Suggestion that the Project is	National Grid has appointed an independent aviation consultancy who has engaged (with National Grid also present) with Nayland Airfield. Following discussion with the airfield and further assessment it has been determined that the airfield can continue to operate based on the 2024 preferred draft alignment.

Ref no.	Summary of matters raised	National Grid's response
	routed away from Nayland Airfield.	We will continue to engage with nearby airfields as appropriate throughout the project development process.
4.5.6	Concern about the impact of the Project on Royal Air Force (RAF) Raydon Airfield / Suggestion that the Project is routed away from RAF Raydon Airfield.	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Raydon and Raydon Airfield. Following further assessment, we are proposing a change to the 2023 preferred draft alignment to continue the use of underground cable beyond the airfield with a Cable Sealing End (CSE) compound located to the north. This will allow for continued operation. Further details on this change and the alternatives considered can be found in the Design Development Report (DDR), published as part of the 2024 statutory consultation. Further changes to the 2024 preferred draft alignment will be considered as the Project develops.
4.5.7	Concern about the impact of the Project on Wormingford Airfield / suggestion that the Project is routed away from Wormingford Airfield.	National Grid has appointed an independent aviation consultancy which has engaged (with National Grid also present) with Wormingford Airfield. Following this and further assessment it has been determined, with the Project as currently proposed, that the airfield can continue to operate. We will continue to engage with nearby airfields as appropriate throughout the project development process.
Area of Outstanding Natural Beauty (AONB)		
4.5.8	Comment supportive of use of underground cables through the Area of Outstanding Natural Beauty (AONB).	National Grid notes the respondent's feedback.
4.5.9	Concern about the impact of the Project on the Area of Outstanding Natural Beauty (AONB) (generally).	The relevant National Policy Statement (NPS) is EN-5 which makes it clear that the Government considers overhead lines to be appropriate and acceptable in most instances, although it recognises that that there may be, at particularly sensitive locations, potential adverse landscape and visual impacts of overhead line infrastructure that make it inconsistent with our duties and relevant planning policy. The Area of Outstanding Natural Beauty (AONB) designation is one such location where there is a presumption that underground cable technology is adopted, with the extent of underground cabling extending beyond the boundary in response to the potential for the Project to unacceptably affect the natural beauty of the AONB. National Grid's 2024 preferred draft alignment includes a total of approximately 20 km of underground cable through and in the vicinity of the Dedham Vale AONB, including a section at Great Horkesley to reduce the changes in views and setting of the AONB from within and adjacent to its designated boundary. We will continue to consider both landscape character and visual amenity as we develop our proposals for both the overhead line elements and underground cables and seek to reduce effects on the AONB. Projects of this nature are required to assess the potential environmental impacts of the proposals, and report on those, and set out proposed mitigation, in an Environmental Statement (ES) in accordance with the relevant Environmental Impact Assessment (EIA) Regulations. The EIA starts early in the process and, in that respect, a considerable amount of assessment work has been undertaken to allow preliminary judgements to be made about the design and routeing of the Project. This has been set out in various publications (The Corridor and Preliminary

Ref no.	Summary of matters raised	National Grid's response
		Routeing and Siting Study (CPRSS), published as part of the 2022 non-statutory consultation, the Design Development Report, 2022 Non-Statutory Consultation Feedback Report and Strategic Options Backcheck and Review, published as part of the 2023 non-statutory consultation) with feedback helping shape the preliminary proposals. Further detailed assessment work has been undertaken since the 2023 non-statutory consultation and is published in the Preliminary Environmental Information Report (PEIR) to accompany the statutory consultation stage of the Project. National Grid will be writing up its Landscape and Visual Impact Assessment (LVIA) that will, in addition to other topic specific assessments, form the latter part of the EIA for the Project. This will include an assessment of the Project, including both the overhead elements of the Project and the underground cabling, on landscape character and visual amenity and on the AONB and its special qualities. Where likely significant effects are anticipated the LVIA will consider and identify areas where it may be necessary and appropriate to put forward potential mitigation as part of an iterative design and assessment process.
4.5.10	Concern about the use of underground cables in the Area of Outstanding Natural Beauty (AONB).	The relevant National Policy Statement (NPS) is EN-5 which makes it clear that the Government considers overhead lines to be appropriate and acceptable in most instances, although it recognises that that there may be, at particularly sensitive locations, potential adverse landscape and visual impacts of overhead line infrastructure that make it inconsistent with our duties and relevant planning policy. The Area of Outstanding Natural Beauty (AONB) designation is one such location where there is a presumption that underground cable technology is adopted, with the extent of underground cabling extending beyond the boundary in response to the potential for the Project to unacceptably affect the natural beauty of the AONB. National Grid's 2024 preferred draft alignment includes a total of approximately 20 km of underground cable through and in the vicinity of the Dedham Vale AONB, including a section at Great Horkesley to reduce the changes in views and setting of the AONB from within and adjacent to its designated boundary. The installation of underground cabling would broadly adopt the following process: initially, the removal and storage of topsoil of a width sufficient to allow for construction machinery and the digging of the trenching required for underground cabling. The underground cables would then be laid in the trench, soils would be backfilled, and hedgerows and shrubs reinstated where practicable. At this point, an appropriate grass seed mixture would be sown to encourage regrowth. In some locations trenchless techniques are expected to be adopted to reduce effects. Further detail will be published as part of the 2024 statutory consultation. It is anticipated that after a period of time following completion of the construction of the underground cabling, and replanting of hedgerows and vegetation there would be minimal visibility of the works at ground level. The Preliminary Environment Information Report (PEIR) will report on anticipated effects. Ongoing iterative design and assessment will continue and, with feedback, will inform the identification of appropriate mitigation. We will continue to consider both landscape character and visual amenity as we develop our proposals for the underground cabling. Projects of this nature are required to assess the potential environmental impacts of the proposals, and report on those, and set out proposed mitigation, in an Environmental Statement (ES) in accordance with the relevant Environmental Impact Assessment (EIA) Regulations. The EIA starts early in the process and, in that respect, a considerable amount of assessment work has been undertaken to allow preliminary judgements to be made about the design and routeing of the Project. This has been set out in various publications (The Corridor and Preliminary Routeing and Siting Study (CPRSS), published as part of the 2022 non-statutory consultation, the Design

Ref no.	Summary of matters raised	National Grid's response
		Development Report, 2022 Non-Statutory Consultation Feedback Report and Strategic Options Backcheck and Review, published as part of the 2023 non-statutory consultation) with feedback helping shape the preliminary proposals. Further detailed assessment work has been undertaken since the 2023 non-statutory consultation and is published in the PEIR to accompany the statutory consultation stage of the Project. National Grid will be writing up its Landscape and Visual Impact Assessment (LVIA) that will, in addition to other topic specific assessments, form the latter part of the EIA for the Project. This will include a write-up of an assessment of the Project, including the underground cabling, on landscape character and visual amenity and on the AONB and its special qualities. Where likely significant effects are anticipated the LVIA will consider and identify areas where it may be necessary and appropriate to put forward potential mitigation as part of an iterative design and assessment process. Mitigation may include screening at particular locations to reduce a change in views of the Project or to better integrate infrastructure into the wider landscape.
4.5.11	Concern about the visual impact of overhead lines on the Area of Outstanding Natural Beauty (AONB) / the Project will be seen from the AONB.	The relevant National Policy Statement (NPS) is EN-5 which makes it clear that the Government considers overhead lines to be appropriate and acceptable in most instances, although it recognises that that there may be, at particularly sensitive locations, potential adverse landscape and visual impacts of overhead line infrastructure that make it inconsistent with our duties and relevant planning policy. The Area of Outstanding Natural Beauty (AONB) designation is one such location where there is a presumption that underground cable technology is adopted, with the extent of underground cabling extending beyond the boundary in response to the potential for the Project to unacceptably affect the natural beauty of the AONB. National Grid's 2024 preferred draft alignment includes a total of approximately 20 km of underground cable through and in the vicinity of the Dedham Vale AONB, including a section at Great Horkesley to reduce the changes in views and setting of the AONB from within and adjacent to its designated boundary. Projects of this nature are required to assess the potential environmental impacts of the proposals, and report on those, and set out proposed mitigation, in an Environmental Statement (ES) in accordance with the relevant Environmental Impact Assessment (EIA) Regulations. The EIA starts early in the process and, in that respect, a considerable amount of assessment work has been undertaken to allow preliminary judgements to be made about the design and routeing of the Project. This has been set out in various publications (The Corridor and Preliminary Routeing and Siting Study (CPRSS), published as part of the 2022 non-statutory consultation, the Design Development Report, 2022 Non-Statutory Consultation Feedback Report and Strategic Options Backcheck and Review, published as part of the 2023 non-statutory consultation) with feedback helping shape the preliminary proposals. Further detailed assessment work has been undertaken since the 2023 non-statutory consultation and is published in the Preliminary Environmental Information Report (PEIR) to accompany the statutory consultation stage of the Project. National Grid will be writing up its Landscape and Visual Impact Assessment (LVIA) that will, in addition to other topic specific assessments, form the latter part of the EIA for the Project. This will include a write-up of an assessment on both landscape character and visual amenity. Where likely significant effects are anticipated the LVIA will consider and identify areas where it may be necessary and appropriate to put forward potential mitigation as part of an iterative design and assessment process.

Ref no.	Summary of matters raised	National Grid's response
4.5.12	Criticism of routeing the Project through Dedham Vale Area of Outstanding Natural Beauty (AONB).	The Corridor and Preliminary Routeing and Siting Study (CPRSS) published as part of our 2022 non-statutory consultation considered alternatives that avoid routeing through the Dedham Vale Area of Outstanding Natural Beauty (AONB). On balance, these were less preferred as they would be longer and therefore lead to effects over a much greater length to other receptors at greater cost than the route through the AONB. Undergrounding through the AONB is consistent with National Policy Statement (NPS) EN-5. The siting of Cable Sealing End (CSE) compounds (the transition sites between the overhead line and underground cable) has identified locations to reduce effects on the designation and consider the use of trenchless techniques – subject to ground conditions – to reduce certain construction effects.
Community / Social Impact		
4.5.13	Comment supportive of the additional change from overhead lines to underground cables from at the south bound spur from the Dedham Vale Area of Outstanding Natural Beauty (AONB) to the East Anglia Connection Node (EACN) substation.	National Grid notes the respondent's feedback.
4.5.14	Concern about disruption generally (no details given).	National Grid is completing the Environmental Impact Assessment (EIA) for the Project. The results of this assessment will be provided in the Environmental Statement (ES) that will accompany the Development Consent Order (DCO) application. The ES will identify and assess the likely significant effects on the environment resulting from the construction of the Project and will recommend appropriate mitigation measures (in consultation with relevant stakeholders) to reduce potential effects. Should consent be granted in 2026, it is anticipated that access and construction of the Project would commence in 2027, starting with enabling workings including site clearance activities, the installation of construction compounds and access roads. It is expected the main construction works will continue through to 2031. While the phasing of the construction programme is yet to be confirmed, it will be programmed and sequenced to reduce disruption to the local surroundings and the environment, residents, businesses and roads users as far as practicable. Further information will be presented in the ES. An Outline Code of Construction Practice (CoCP) and an Outline Construction Traffic Management Plan (CTMP) will be prepared and submitted with the DCO application. These documents will provide commitments to reduce construction impacts together with a framework for detailed management plans to be prepared at detailed design stage in order to reduce and mitigate potential impacts and / or disruptions that may arise during the construction phase.
4.5.15	Concern about the impact of the Project on children /	National Grid recognises people may have concerns about the potential impacts of living close to an overhead line, and that the uncertainty whilst the proposals are developed may cause anxiety.

Ref no.	Summary of matters raised	National Grid's response
	families / residents / communities.	We have sought to reduce potential effects on communities, residents – including children - through routeing and design. We have also sought to reduce concern or uncertainty about the proposals through making timely design decisions and engaging with people and stakeholders throughout the development of the Project. The Project team will continue to engage with people potentially affected during the development of the Project, through regular communication including letters, phone calls and meetings. This will enable concerns to be raised and discussed at an early opportunity and provide a regular point of contact to respond to queries and concerns. We urge anyone with concerns to get in touch through the Norwich to Tilbury Freephone number, address or email throughout the development of the Project: • **Call our Community Helpline:** 0800 915 2497 (Lines are open Monday to Friday 9am-5:30pm) • **Email us:** contact@n-t.nationalgrid.com • **Write to us:** FREEPOST N TO T (No stamp or further address details are required) National Grid wants to leave a lasting positive impact where we build our projects, to help those areas and communities thrive and to support a sustainable future. Our Responsible Business Charter sets out our commitments and ensures that responsibility is woven through everything we do. It focusses on five key areas where we believe we can really make a difference: the environment, our communities, our people, the economy, and our governance. In addition, the Government recently ran a consultation seeking views on how community benefits should be delivered for communities that host onshore electricity transmission infrastructure. We will continue to work with the Government and regulator as they define the details of these schemes emerging from the consultation and, once published, will work to understand what this means for our projects.
4.5.16	Concern about the impact of the Project on leisure.	National Grid has a duty under the Electricity Act 1989 to have regard to the desirability of (amongst other things) preserving natural beauty, and to do what it reasonably can to mitigate the associated effects of new infrastructure. Through routeing and siting we have sought to avoid, as far as practicable, locations important for leisure and tourism. We will continue to consider these locations as we develop our proposals and seek to reduce effects, by implementing measures such as the use of underground cables in the areas of highest amenity value (Dedham Vale Area of Outstanding Natural Beauty (AONB)), and appropriately control construction related traffic movements during the construction phase to minimise disruption to local road users. Where impacts on leisure and tourism are identified, these will be presented within a Socio-economics, Recreation and Tourism assessment which is being written up and will form part of the Environmental Impact Assessment (EIA). As part of this assessment, a range of measures are being considered throughout the construction phase of the Project to minimise disruption on leisure and tourism. These include traffic management, signage and routeing measures. These will be identified within the Environmental Statement (ES), the Outline Code of Construction Practice (CoCP) and the Outline Construction Traffic Management Plan (CTMP).
4.5.17	Concern about the over development of the area (e.g., cumulative impact).	With regards to multiple developments impacting specific areas and / or receptors, planning applications for each development would be considered on their own merit by the relevant determining authorities. Any such application would be considered in accordance with planning policy and considerations, such as scale, suitability, and need.

Ref no.	Summary of matters raised	National Grid's response
		Where there is certainty of a development (such as a new residential development, an offshore wind farm and its associated onshore equipment etc) being constructed, and there is adequate information in the public domain to understand the impacts of that development on the receiving environment, these will be considered within the cumulative effects assessment of the Project. The cumulative effects assessment will follow the Planning Inspectorate's Advice Note 17 'Cumulative Effects Assessment' and will be presented in the Environmental Statement (ES). National Grid will continue to engage with other developers who are proposing development in proximity of the Project to understand their requirements.
4.5.18	Concern about the Project being in too close proximity to recently built housing developments / land being considered for potential future development.	National Grid has obtained information on development proposals within the planning system. In some cases development proposals can be amended to be designed around our proposed infrastructure but in other cases our proposals may need to be amended at a corridor level or proposed developments factored into our detailed route design. Based on known information, and in light of changes made following consideration of feedback to the 2023 non-statutory consultation, we consider our proposals are consistent with relevant policy and guidelines and the alignment designed such that they do not prevent proposed housing developments. UK law does not prescribe minimum distances between overhead lines and homes, but any implications on landscape and visual receptors, residential amenity or from concerns about electromagnetic fields are robustly assessed as part of the Environmental Impact Assessment (EIA) and balanced as part of the decision making process. We will continue to review planning applications and engage with developers to back check and update our proposals as necessary.
4.5.19	Concern about the Project causing communities to become encircled by overhead lines.	The 2024 preferred draft alignment has been routed to achieve some separation from the existing 400 kV overhead line, such that villages are not encircled by overhead lines to both sides. Separation is inevitably reduced in certain locations due to the presence of constraints to routeing and environmental features. Detailed assessment reported in the Environmental Impact Assessment (EIA) will identify any measures considered to be necessary to reduce likely significant effects which will also consider the potential for effects potentially arising from close paralleling existing 132 kV overhead line and new 400 kV overhead line infrastructure.
4.5.20	Concern that the village of Aldham will be divided by the Project.	The 2023 preferred draft alignment is routed through available space between properties with what appears to be the main village to the north. Some isolated/clusters of properties may have an Aldham address and may be separated from the main village by the 2023 preferred draft alignment but alternative routes for the onward connection to Tilbury lead to greater effects as described in the 2022 Corridor and Preliminary Routeing and Siting Study (CPRSS) and the 2023 Design Development Report (DDR). Therefore, no change to the 2023 preferred draft alignment is currently proposed but we will continue to make changes to the 2024 preferred draft alignment where practicable as we receive further feedback and as the Project develops.
4.5.21	Concerned that the Project will have a negative impact on domestic horses / equestrian activities.	As well as possible effects on humans, possible effects of Electric and Magnetic Fields (EMFs) on various animals have been studied a number of times. No proven effects of EMFs have been found in any species at levels below the guidelines. This is confirmed in National Policy Statement (NPS) EN-5 which states: *'There is little evidence that exposure of crops, farm animals or natural ecosystems to transmission line EMFs has any agriculturally significant consequences.'* Although horses are not directly mentioned, there is no evidence to suggest they are any different to farm animals.

Ref no.	Summary of matters raised	National Grid's response
		As well as the possible direct biological or health effects addressed above, indirect effects such as microshocks can occur as a result of electric fields. Microshocks are small spark discharges which are similar to a static shock after walking across a nylon carpet for example. The Project will be designed in accordance with the principles of the Government's Code of Practice *'Power Lines: Control of Microshocks and other indirect effects of public exposure to electric fields'* to ensure these are mitigated, with particular focus on equestrian activities.
4.5.22	Criticism that the Project contradicts the Boxted Neighbourhood Plan.	The relevant neighbourhood plans along the proposed route (including those produced by Boxted Parish Council) have all been identified along with other local and national planning policy. The Planning Statement, which will be submitted with the application for development consent, will set out how the Project has had regard to relevant planning policies, including those of emerging and adopted Neighbourhood Plans.
4.5.23	In addition to being visible within the Area of Outstanding Natural Beauty (AONB), pylons and gantries TB001-TB035 provide a backdrop to ALL vehicular access to the centre and east of the AONB. Those visiting the AONB will pass between 'arches of pylons' situated left and right of the roads and will be beneath dual-circuit 400 kV cables as they drive in.	National Grid's 2024 preferred draft alignment includes a total of approximately 20 km of underground cable through and in the vicinity of the Dedham Vale Area of Outstanding Natural Beauty (AONB), including a section at Great Horkesley to reduce the changes in views and setting of the AONB from within and adjacent to its designated boundary. The TB route (TB001 – TB035) is approximately 1.5 km to 2.5 km away from the AONB. People travelling along roads and under the Project would therefore be travelling for those range of distances and past other features before entering the AONB. In landscape and visual terms this would not be considered a driver for consideration of undergrounding in this section. Projects of this nature are required to assess the potential environmental impacts of the proposals, and report on those, and set out proposed mitigation, in an Environmental Statement (ES) in accordance with the relevant Environmental Impact Assessment (EIA) Regulations. The EIA starts early in the process and, in that respect, a considerable amount of assessment work has been undertaken to allow preliminary judgements to be made about the design and routeing of the Project. This has been set out in various publications (The Corridor and Preliminary Routeing and Siting Study (CPRSS), published as part of the 2022 non-statutory consultation, the Design Development Report, 2022 Non-Statutory Consultation Feedback Report and Strategic Options Backcheck and Review, published as part of the 2023 non-statutory consultation) with feedback helping shape the preliminary proposals. Further detailed assessment work has been undertaken since the 2023 non-statutory consultation and is published in the Preliminary Environmental Information Report (PEIR) to accompany the statutory consultation stage of the Project. National Grid will be writing up its Landscape and Visual Impact Assessment (LVIA) that will, in addition to other topic specific assessments, form the latter part of the EIA for the Project. This will include a write-up of an assessment on both landscape character and visual amenity. Where likely significant effects are anticipated the LVIA will consider and identify areas where it may be necessary and appropriate to put forward potential mitigation as part of an iterative design and assessment process.
4.5.24	Requests community benefits for Colchester and the local area be part of the Project such as environmental fund, direct household energy	National Grid knows that our responsibility as a business goes beyond safely building new energy infrastructure to enable a cleaner, fairer, and affordable future. We want to leave a lasting positive impact where we build our projects, to help those areas and communities thrive and to support a sustainable future.

Ref no.	Summary of matters raised	National Grid's response
	subsidies, funding for community energy schemes, training and skills investment, compensation for losses to rural recreation and lost income for tourism enterprises (skills training and employment opportunities in the energy sector should be made available to develop a direct link between those adversely affected by the Project and employment benefits flowing from the scheme and related renewable projects).	Our Responsible Business Charter sets out our commitments and ensures that responsibility is woven through everything we do. It focusses on five key areas where we believe we can really make a difference: the environment, our communities, our people, the economy, and our governance. We are working with stakeholders and communities to understand what is important to them and will endeavour to deliver initiatives in the region to support those priorities. There are four key areas where we believe we can bring benefit to those who are hosting the infrastructure that supports the green energy transition: • Natural Environment – we will build partnerships with environmental groups and non-governmental organisation (NGOs) where we can support initiatives that enhance the landscape, biodiversity, and availability of green space within the areas we are constructing our projects; • Net Zero – we will help to support the region in achieving its own net zero priorities; • Skills and Employment – we are extending our Grid for Good programme, and building other partnerships, to deliver training and skills development in the region, to encourage the next generation of green energy workers; and • Community Grant Programme – when projects are in construction, through our Community Grant Programme, charities and not- for- profit organisations can apply for a grant towards community-based initiatives that deliver social, economic, and environmental benefits. In addition, the Government recently ran a consultation seeking views on how community benefits should be delivered for communities that host onshore electricity transmission infrastructure. We will continue to work with the Government and regulator as they define the details of these schemes emerging from the consultation and, once published, will work to understand what this means for our projects.
4.5.25	Requests retention of appropriate infrastructure delivered in the construction phase together with legacy funding to enhance community access to the countryside, including Public Rights of Way (PRoW) tracks and bridges (for Colchester and the local area).	The work on the accommodation works required to deliver the Project is progressing and will be presented at the 2024 statutory consultation for feedback. The majority of the work will be temporary however we will be seeking to design the accommodation works where practicable to potentially offer a permanent benefit, this could be by improving visibility from field access points or leaving sections of stone road in where it benefits farmers or public rights of way. This detail will be considered through the statutory consultation feedback
Construction Impacts		
4.5.26	Concern about damage to listed building and queries regarding damage mitigation and compensation.	The Historic Environment Assessment that will form part of the Environmental Impact Assessment (EIA) for the Project will consider construction phase impacts to heritage assets, whether occurring due to direct impacts or indirectly such as through vibration or ground movement. Construction working practices will be secured through the Development Consent Order (DCO) to ensure accidental damage does not occur. This may take the form of pre-construction condition surveys of listed buildings and monitoring during construction.

Ref no.	Summary of matters raised	National Grid's response
4.5.27	Concern about disruption from construction.	National Grid is undertaking an Environmental Impact Assessment (EIA) for the Project. The results of this assessment will be provided in the Environmental Statement (ES) that will accompany the Development Consent Order (DCO) application. The ES will identify and assess the likely significant effects on the environment resulting from the construction of the Project and will recommend appropriate mitigation measures (in consultation with relevant stakeholders) to reduce potential effects. Should consent be granted in 2026, it is anticipated that access and construction of the Project would commence in 2027, starting with enabling workings including site clearance activities, the installation of construction compounds and access roads. It is expected the main construction works will continue through to 2031. While the phasing of the construction programme is yet to be confirmed, it will be programmed and sequenced to reduce disruption to the local surroundings and the environment, residents, businesses and roads users as far as practicable. Further information will be presented in the ES. An Outline Code of Construction Practice (CoCP) and an Outline Construction Traffic Management Plan (CTMP) will be prepared and submitted with the DCO application. These documents will provide commitments to reduce construction impacts together with a framework for detailed management plans to be prepared at detailed design stage in order to reduce and mitigate potential impacts and / or disruptions that may arise during the construction phase.
4.5.28	Concern about the impact on traffic levels in local area caused by construction works (e.g., construction traffic travelling along local roads, road closures, etc).	National Grid will work closely with the relevant authorities and their highways teams to understand and gain information on the local road network. This information will be used to inform and guide the drafting of the Outline Construction Traffic Management Plan (CTMP) for the Project. The Outline CTMP will define the local road network to be used for construction traffic movements, highlight any restrictions to such movement and if required control working patterns and timings to ensure impacts to other road users from construction traffic related to the Project is minimised as far as practicable.
4.5.29	Concern about noise and other disturbances resulting from construction (e.g., mud on roads, dust).	National Grid is undertaking an Environmental Impact Assessment (EIA) for the Project. The results of this assessment, which covers noise and other potential effects such as air quality, will be provided in the Environmental Statement (ES) that will accompany the Development Consent Order (DCO) application. The ES will identify and assess the likely significant effects on the environment resulting from the construction of the Project and will recommend appropriate mitigation measures (in consultation with relevant stakeholders) to reduce potential effects. We will be writing up our noise and vibration assessment that will form part of the EIA. Noise levels and the effect on residential properties as well as other sensitive areas, such as hospitals and schools are carefully considered during Project development, assessed according to the appropriate UK standards, and mitigated where necessary. We set strict technical standards for the equipment we install on our network. These standards include requirements to ensure the occurrence of audible noise is eliminated or minimised as far as practicable. Therefore, with appropriate mitigation, significant adverse effects from noise are not expected. As part of the DCO application, an Outline Code of Construction Practice (CoCP) and Outline Construction Traffic Management Plan (CTMP) will be submitted which will outline the good practice and standard control measures to reduce and mitigate potential impacts and / or disruptions that may arise during the construction phase. Many of the control measures will be based on the results from a Dust Risk Assessment (undertaken in accordance with Institute of Air Quality Management (IAQM) guidance) and will likely include wheel washing of vehicles and the correct and

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		tidy management of works areas to reduce, as far as practicable, dust and mud entering the local road network in the form of 'track-out'.
4.5.30	Concern about the impact of access routes for the Project on the A120 at Marks Tey (which is already at capacity).	National Grid will work closely with the relevant authorities and their highways teams to understand and gain information on the local road network. This information will be used to inform and guide the drafting of the Outline Construction Traffic Management Plan (CTMP) for the Project. The Outline CTMP will define the local road network to be used for construction traffic movements, highlight any restrictions to such movement and if required, control working patterns and timings to ensure impacts to other road users from construction traffic related to the Project is reduced as far as practicable. We are undertaking an Environmental Impact Assessment (EIA) for the Project. The results of this assessment will be provided in the Environmental Statement (ES) that will accompany the Development Consent Order (DCO) application. The ES will identify and assess the likely significant effects on the environment resulting from the construction of the Project and will recommend appropriate mitigation measures (in consultation with relevant stakeholders) to reduce potential effects. A Transport Assessment (TA) will be prepared as part of the ES and submitted with the DCO application following discussions with the relevant highway authority. This document will provide a detailed assessment of the traffic related impacts associated with the increase in traffic as a result of the Project along the local road network, and the connections to key junctions with the Strategic Road Network like the A120.
4.5.31	Concern that the local road infrastructure is not suitable for heavy construction vehicles and machinery.	Construction access, egress and associated traffic routes are being considered and discussed with the appropriate local and national highways authorities. The detailed proposals will be consulted on during the 2024 statutory consultation.
4.5.32	Concern that the A134 will be closed as part of the Project / Request that closing the A134 is avoided.	All highway crossings will be suitably assessed, and the method of underground cable installation will be determined while considering a number of key factors. Further details of preferred underground cable installation methods and their locations will be available as part of the 2024 statutory consultation design documentation. Currently the crossing of the A134 is proposed to be by means of open trench installation. When undertaking such a highway crossing, National Grid aim to keep disturbance to a minimum by optimising the programme within the roadway. With regards to how the works would be undertaken across the highway the methodology of traffic management will be determined by assessment of the works versus the road / location characteristics such as the physical width, type of use, rate of use, etc. By undertaking such assessment, we can determine the need for traffic management or road closures as follows: • for roads that are wide enough for the works to be undertaken in two parts, it is anticipated that traffic management, such as two-way traffic lights or similar will be used to control the flow of traffic past the works; and • for roads that are too narrow to allow traffic to pass while works are undertaken, the road is likely to be closed during construction with a diversion.

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		We will discuss our interactions with the highways with the relevant highway authority and will be consulting on our access routeing and construction methods during the 2024 statutory consultation including typical arrangements for traffic management, this will be presented in the Construction Traffic Management Plan (CTMP).
4.5.33	Suggest screening and mitigation measures for construction impacts.	National Grid will implement standard mitigation measures to reduce construction impacts and these will be outlined in the Outline Construction Traffic Management Plan (CTMP) and Outline Code of Construction Practice (CoCP).
4.5.34	Suggest that construction vehicles avoid using Foxes Lane (COLELANE10) as this is a Protected Lane.	National Grid does not consider that the presence of Protected Lanes or cycle routes is a barrier to routeing. The potential effects of their use for construction access are noted and will inform the access arrangements proposed in the 2024 statutory consultation. Construction access, egress and associated traffic routes are being considered and discussed with the appropriate local and national highways authorities. The detailed proposals will be consulted on during the 2024 statutory consultation. Projects of this nature are required to assess the potential environmental impacts of the proposals, and report on those, and set out proposed mitigation, in an Environmental Statement (ES) in accordance with the relevant Environmental Impact Assessment (EIA) Regulations. The EIA starts early in the process and, in that respect, a considerable amount of assessment work has been undertaken to allow preliminary judgements to be made about the design and routeing of the Project. This has been set out in various publications (The Corridor and Preliminary Routeing and Siting Study (CPRSS), published as part of the 2022 non-statutory consultation, the Design Development Report, 2022 Non-Statutory Consultation Feedback Report and Strategic Options Backcheck and Review, published as part of the 2023 non-statutory consultation) with feedback helping shape the preliminary proposals. Further detailed assessment work has been undertaken since the 2023 non-statutory consultation and is published in the Preliminary Environmental Information Report (PEIR) to accompany the statutory consultation stage of the Project. National Grid will be writing up its Historic Environment Assessment and Landscape and Visual Impact Assessment (LVIA) that will, in addition to other topic specific assessments, form the latter part of the EIA for the Project. The Historic Environment Assessment will consider historic routeways including designated Protected Lanes and other historic routes identified through historic mapping or through Historic Environment Records. The LVIA will consider impacts on landscape character and visual amenity. The assessment of effects on landscape character will include consideration of effects on Protected Lanes. Where likely significant effects are anticipated the LVIA will consider and identify areas where it may be necessary and appropriate to put forward potential mitigation as part of an iterative design and assessment process.
4.5.35	Suggest that National Grid collaborate with the proponents of Five Estuaries Offshore Wind Farm (OWF) Nationally Significant Infrastructure Project (NSIP) to minimise the visibility of the substations from the Area of	The siting study for the East Anglia Connection Node (EACN) substation considered the need for the National Grid substation as well as customer substations and the potential for cumulative effects. Projects of this nature are required to assess the potential environmental impacts of the proposals, and report on those, and set out proposed mitigation, in an Environmental Statement (ES) in accordance with the relevant Environmental Impact Assessment (EIA) Regulations. The EIA starts early in the process and, in that respect, a considerable amount of assessment work has been undertaken to allow preliminary judgements to be made about the design and routeing of the Project. This has been set out in various publications (The Corridor and Preliminary

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	Outstanding Natural Beauty (AONB) and its setting.	Routeing and Siting Study (CPRSS), published as part of the 2022 non-statutory consultation, the Design Development Report, 2022 Non-Statutory Consultation Feedback Report and Strategic Options Backcheck and Review, published as part of the 2023 non-statutory consultation) with feedback helping shape the preliminary proposals. Further detailed assessment work has been undertaken since the 2023 non-statutory consultation and is published in the Preliminary Environmental Information Report (PEIR) to accompany the statutory consultation stage of the Project. National Grid will be writing up its Landscape and Visual Impact Assessment (LVIA) that will, in addition to other topic specific assessments, form the latter part of the EIA for the Project. This will include a write-up of an assessment of the Project, including landscape and visual effects on Dedham Vale Area of Outstanding Natural Beauty (AONB) and its setting, as well as its special qualities. Where likely significant effects are anticipated the LVIA will consider and identify areas where it may be necessary and appropriate to put forward potential mitigation as part of an iterative design and assessment process. We continue to engage with the customers (Five Estuaries and others) including discussing the potential for consistent approaches to landscape mitigation measures.
Consultation		
4.5.36	Comment supportive of the Project (generally).	National Grid notes the respondent's feedback.
4.5.37	Criticism that National Grid have use the windfarms and Tarchon Interconnector as a justification for the location of the substation.	National Grid has a duty to implement necessary works to achieve connections that have been offered to customers through the appropriate process. The offers made were for a new connection node substation. We have identified the most economic and efficient way to achieve this is as part of the wider reinforcement of the network. Analysis set out in the Corridor and Preliminary Routeing and Siting Study (CPRSS) published as part of the 2022 non-statutory consultation and in the Design Development Report (DDR) published as part of the 2023 non-statutory consultation explain the basis for the proposed location of the East Anglia Connection Node (EACN) substation and alternatives that were considered but less preferred. Together these form the Norwich to Tilbury Project. As such we remain of the view that the EACN substation is appropriately justified. On this basis no change is currently proposed but we will continue to make changes to the 2024 preferred draft alignment where practicable as we receive further feedback and as the Project develops.
Design Change		
4.5.38	Oppose the location of the substation (near Ardleigh).	Identification of the appropriate site for the East Anglia Connection Node (EACN) substation considered a wide range of factors as set out in the Corridor and Preliminary Routeing and Siting Study (CPRSS) published as part of the 2022 non-statutory consultation. In response to feedback on the 2022 consultation, National Grid reviewed the previous work and considered other locations as reported on in the Design Development Report (DDR) published as part of the 2023 non-statutory consultation. When considered with other factors, the proposed site for the EACN substation was identified to provide an appropriate balance. In the absence of new information our previous conclusions remain valid and other sites (greenfield and brownfield) remain less preferred compared with the site of the EACN substation for the reasons set out in the 2023 DDR. On this basis no change is currently proposed but we

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		will continue to make changes to the 2024 preferred draft alignment where practicable as we receive further feedback and as the Project develops.
4.5.39	Oppose the use of underground cables.	National Grid has carefully considered the feedback received during the 2022 and 2023 non-statutory consultations, the alternatives available, and other factors including our duties and obligations. These duties include balancing the need to be economic and efficient, which includes keeping costs down in the interests of the bill-paying consumers, with a duty to have regard to preserving amenity, which includes the natural environment, cultural heritage, landscape and visual quality, National Policy Statement (NPS) EN-5 makes clear that *'the Government's position that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or Areas of Outstanding Natural Beauty (AONB))'.* The NPS also confirms that widespread and significant adverse landscape and/or visual impacts in other locations may also justify the use of undergrounding. We may also adopt underground cables in other circumstances such as to cross existing 400 kV overhead line infrastructure. Where the installation of underground cables is required in lieu of overhead lines, the design of the Project will incorporate suitable consideration of the existing environment, ecology and site ground conditions based on site specific survey data. This would mean the Project will be built with any required design and construction mitigation in place and returned back to its natural condition afterwards.
4.5.40	Suggest a minimum distance that overhead lines should be sited from residential areas / residences.	National Grid does not use standard minimum distances as a routeing consideration. Applying an arbitrary distance may be too big or too small for the specific circumstances. We utilise the Holford Rules (a description of the Holford Rules can be found in Chapter 1 of this report) informed by feedback and professional judgement to define appropriate corridors and alignments that are consistent with the relevant policy framework and duties. In response to feedback to the 2023 non-statutory consultation, we have modified the draft alignment in various locations to increase separation to properties where this is possible without undue deviation or transfer of effects to other similar properties. Projects of this nature are required to assess the potential environmental impacts of the proposals, and report on those, and set out proposed mitigation, in an Environmental Statement (ES) in accordance with the relevant Environmental Impact Assessment (EIA) Regulations. The EIA starts early in the process and, in that respect, a considerable amount of assessment work has been undertaken to allow preliminary judgements to be made about the design and routeing of the Project. This has been set out in various publications (The Corridor and Preliminary Routeing and Siting Study (CPRSS), published as part of the 2022 non-statutory consultation, the Design Development Report, 2022 Non-Statutory Consultation Feedback Report and Strategic Options Backcheck and Review, published as part of the 2023 non-statutory consultation) with feedback helping shape the preliminary proposals. Further detailed assessment work has been undertaken since the 2023 non-statutory consultation and is published in the Preliminary Environmental Information Report (PEIR) to accompany the statutory consultation stage of the Project. National Grid will be writing up its Landscape and Visual Impact Assessment (LVIA) that will, in addition to other topic specific assessments, form the latter part of the EIA for the Project. This will include a write-up of an assessment on both landscape character and visual amenity. Where likely significant effects are anticipated the LVIA will consider and identify areas where it may be necessary and appropriate to put forward potential mitigation as part of an

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		iterative design and assessment process. This may include measures at particular locations to reduce a change in views of the Project or to better integrate infrastructure into the wider landscape.
4.5.41	Suggest relocating the Cable Sealing End (CSE) compounds away from Dedham Vale Area of Outstanding Natural Beauty (AONB) to the north of Holton St Mary (e.g., as to not impinge on the flying activities at Raydon Airfield or cause significant harm to the villages of Little and Great Wenham).	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Raydon and Raydon Airfield and reduce effects on Little and Great Wenham. Following further assessment we are proposing a change to the 2023 preferred draft alignment to continue the use of underground cable beyond the airfield with a Cable Sealing End (CSE) compound located to the north, this would also move the proposed overhead line further away from Little Wenham and Great Wenham. Further details on this change and the alternatives considered can be found in the Design Development Report (DDR), published as part of the 2024 statutory consultation. Further changes to the 2024 preferred draft alignment will be considered as the Project develops.
4.5.42	Suggest that (additional) underground cables should be used in this section.	National Grid has carefully considered the feedback received during the 2022 and 2023 non-statutory consultations, the alternatives available, and other factors including our duties and obligations. These duties include balancing the need to be economic and efficient, which includes keeping costs down in the interests of the bill-paying consumers, with a duty to have regard to preserving amenity, which includes the natural environment, cultural heritage, landscape and visual quality. National Policy Statement (NPS) EN-5 makes clear that *'the Government's position that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or Areas of Outstanding Natural Beauty (AONB))'.* The NPS also confirms that widespread and significant adverse landscape and/or visual impacts in other locations may also justify the use of undergrounding. We may also adopt underground cables in other circumstances such as to cross existing 400 kV overhead line infrastructure. After consideration of feedback on the 2023 non-statutory consultation and informed by additional study, we are now proposing to increase the extent of underground cabling by approximately 1.5 km to a total of approximately 20 km of underground cable at areas that are identified as of highest landscape value for example within the Dedham Vale AONB and within the vicinity of the AONB near Great Horkesley. Elsewhere along the 2024 preferred draft alignment, with the exception of the alignment near Diss, the higher cost of underground cables to bill-paying consumers, and the environmental implications of installing and maintaining them, are not considered to be justifiable in the context of national policy or National Grid's statutory duties. At Diss there remains an option to use underground cable but this is subject to consideration of the findings of ongoing investigations. Nevertheless, an Environmental Impact Assessment (EIA) will assess the impact of the Project and will identify any need for additional mitigation.
4.5.43	Suggest that additional underground cables should be used around the Area of Outstanding Natural Beauty (AONB).	National Grid has carefully considered the feedback received during the 2022 and 2023 non-statutory consultations, the alternatives available, and other factors including our duties and obligations. These duties include balancing the need to be economic and efficient, which includes keeping costs down in the interests of the bill-paying consumers, with a duty to have regard to preserving amenity, which includes the natural environment, cultural heritage, landscape and visual quality. National Policy Statement (NPS) EN-5 makes clear that *'the Government's position that*

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		overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or Areas of Outstanding Natural Beauty)'. The NPS also confirms that widespread and significant adverse landscape and/or visual impacts in other locations may also justify the use of undergrounding. We may also adopt underground cables in other circumstances such as to cross existing 400 kV overhead line infrastructure. After consideration of feedback on the 2023 non-statutory consultation and informed by additional study, the 2024 preferred draft alignment proposes an increase to the extent of underground cabling by approximately 1.5 km to the north of the Area of Outstanding Natural Beauty (AONB), repositioning the Cable Sealing End (CSE) compound from Notley Enterprise to the north side of Wenham Grove just north of Raydon airstrip. This change responds to the potential for landscape and visual effects including on distant views from within the AONB, potential heritage effects on Grade I listed buildings at Little Wenham and potential effects on Raydon airstrip. In response to feedback we also considered whether the CSE compound locations to the east and west of Great Horkesley should be moved to locations further from the AONB. In both cases we concluded that the effects reported to drive a request for change did not, in the context of national policy or National Grid's statutory duties, justify the higher cost of underground cables to bill-paying consumers, and the environmental implications of installing and maintaining them. Nevertheless, the Environmental Impact Assessment (EIA) will assess the impact of the Project and will identify any need for additional mitigation.
4.5.44	Suggest that Cable Sealing End (CSE) compounds are sited outside of 'the setting' to the Area of Outstanding Natural Beauty (AONB) such that the compounds can be visually removed from the AONB (or reduced visually to a below significant level) either by distance and / or allowing better topographical screening to be used.	In developing the Project, National Grid has considered the potential for effects on the Area of Outstanding Natural Beauty (AONB) from Cable Sealing End (CSE) compound and connection infrastructure positioned within its setting. National Grid considers that the CSE compound sites, as published in our 2024 statutory consultation, are appropriately located to be acceptable in policy terms using existing screening (by vegetation and landform).
4.5.45	Suggest that Cable Sealing End (CSE) compounds at Crabtree Lane (pylons TB036/TB037) should be relocated to the location of pylon TB040.	After consideration of feedback from the 2023 non-statutory consultation and informed by additional assessment, we also considered whether the Cable Sealing End (CSE) compound location to the west of Great Horkesley should be moved to a location further from the Area of Outstanding Natural Beauty (AONB) towards TB040. We concluded that the effects reported to drive a request for change did not, in the context of national policy or National Grid's statutory duties, justify the higher cost of additional underground cables to bill-paying consumers, and the environmental implications of installing and maintaining them. Nevertheless, the Environmental Impact Assessment (EIA) will assess the impact of the Project and will identify any need for additional mitigation.

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4.5.46	Suggest that existing overhead lines in this section should be removed.	The existing electricity transmission network provides power, via the local distribution network, into the local area where it is used in homes and businesses. Such lines cannot just be removed as power supplies would not be maintained. The need case and funding for the Project is to deliver the new network reinforcement needed, rather than to remove existing overhead lines which would need to be replaced by another form of connection such as underground cables. Unless required for crossings or mitigation, undergrounding existing overhead lines on the transmission network would not be in accordance with National Policy Statement (NPS) EN-5 and would result in substantial cost to bill payers. There may also be significant environmental impacts due to the removal works on sensitive ecological and archaeological receptors as well as constraints from either existing buildings or unsuitable ground conditions.
4.5.47	Suggest that Horizontal Directional Drilling (HDD) at the crossing of the river Stour, and watercourses on the valley floor should be extended to include additional sections of HDD on the wooded valley sides (i.e., to minimise the adverse effects on key landscape features that are integral to the Area of Outstanding Natural Beauty (AONB).	The 2024 statutory consultation will present details of where the use of trenchless techniques (of which Horizontal Directional Drilling (HDD) is one form) are proposed. These locations include places where it is proposed to pass under watercourses and wooded areas. The extent of any trenchless crossing will be defined by the nature of the feature crossed and the limitations of local ground conditions that are informed by borehole surveys.
4.5.48	Suggest that if it is not feasible to extend the underground cables to the Cable Sealing End (CSE) compound at Great Horkesley, the overhead section is reduced and the CSE compound and associated infrastructure is relocated further from the Area of Outstanding Natural Beauty (AONB).	In response to feedback, we have considered whether the Cable Sealing End (CSE) compound locations to the east and west of Great Horkesley should be moved to locations further from the Area of Outstanding Natural Beauty (AONB). In both cases National Grid concluded that the effects reported to drive a request for change did not, in the context of national policy or National Grid's statutory duties, justify the higher cost of underground cables to bill-paying consumers, and the environmental implications of installing and maintaining them. Nevertheless, the Environmental Impact Assessment (EIA) will assess the impact of the Project and will identify any need for additional mitigation.
4.5.49	Suggest that National Grid should remove obsolete 132 kV pylon lines operated by UK Power Networks (UKPN) (e.g., opportunities for	The 132 kV network is operated by a separate company, UK Power Networks (UKPN), subject to separate regulation. As such it is for that company to consider whether particular lines are obsolete and undertake appropriate action. In developing the 400 kV connection, National Grid is mindful of the potential for effects to be reduced through adoption or close paralleling existing 132 kV overhead lines or their replacement by underground cables. Our 2024 statutory consultation will publish details of the Project including proposals to replace certain sections of 132 kV

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	rationalisation of 132 kV network, around Needham Market, and between Diss and Stowmarket).	overhead line connection with underground cable in the locations identified by the respondent. We will continue to liaise with UKPN on other opportunities where the Project may facilitate opportunities for 132 kV network rationalisation.
4.5.50	Suggest that pylon TB039 is relocated due to this being the site of a Roman kiln.	Through routeing and siting National Grid has sought and will continue to reduce as far as practicable potential impacts on the historic environment. We will be writing up our Historic Environment Assessment which will form part of the Environmental Impact Assessment (EIA) to identify likely significant effects on archaeological sites. To inform this assessment, we are undertaking desk-based assessment and a suite of archaeological surveys to understand the baseline historic environment and refine the Project design further. National Grid will continue to engage with Historic England and relevant Local Planning Authorities (LPAs) on aspects relating to heritage, including appropriate mitigation measures and techniques and to take their views into account as the Project continues to develop.
4.5.51	Suggest that pylons TB042 to TB048 are replaced with undergrounding.	National Grid has carefully considered the feedback received during the 2023 non-statutory consultation, the alternatives available, and other factors including our duties and obligations. These duties include balancing the need to be economic, efficient, and keep costs down in the interests of the bill-paying consumers, balanced against a duty to have regard to preserving amenity, the natural environment, cultural heritage, landscape, and visual quality. National Policy Statement (NPS) EN-5 makes clear that *'the Government's position that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or Areas of Outstanding Natural Beauty)'.* The NPS also confirms that widespread and significant adverse landscape and/or visual impacts in other locations may also justify the use of undergrounding. We may also adopt underground cables in other circumstances such as to cross existing 400 kV overhead line infrastructure. No such designations or crossing locations have been identified in this section which is therefore proposed as an overhead line at this stage. We are undertaking an Environmental Impact Assessment (EIA) to assess the potential impact of the Project, and this will identify any need for additional mitigation.
4.5.52	Suggest that pylons TB055 and TB056 are relocated away from residences in Aldham.	National Grid has carefully considered the feedback received during the 2023 non-statutory consultation and has assessed a number of alternative alignments in the vicinity of Aldham, details of which can be found in the Design Development Report (DDR) published as part of the 2024 statutory consultation. We are proposing a small change to the 2023 preferred draft alignment and associated pylon positions around TB054, TB055 and TB056 that would move the 2023 preferred draft alignment slightly further east and south-east from the properties at the edge of Aldham. We will continue to make changes to the 2024 preferred draft alignment where practicable as we receive further feedback and as the Project develops.
4.5.53	Suggest that split section of underground cables (east of Great Horkesley) is routed away from Knowles Barn Farm.	National Grid has reviewed the section of underground cable in this area and has removed the split in the underground cable corridor by restricting the working area, though this is partly offset by a greater use of adjacent farmland for temporary soil storage. This has moved the 2023 preferred draft alignment further south and therefore the proposed area of works no longer impacts the property and garden at Knowles Barn Farm. We will continue to make changes to the 2024 preferred draft alignment as we receive further feedback and as the Project develops.

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4.5.54	Suggest that substations are located at least 5 km away from the Area of Outstanding Natural Beauty (AONB) (preferably 10 km).	National Grid does not use standard minimum distances as a routeing or siting consideration. Applying an arbitrary distance may be too big or too small for the specific circumstances. We utilise the Holford and Horlock Rules and topic specific guidance informed by feedback and professional judgement to define appropriate alignments and siting of infrastructure (such as Cable Sealing End (CSE) compounds and substations) that are consistent with the relevant policy framework and duties. We are undertaking an Environmental Impact Assessment (EIA) to assess the potential impact of the Project, and this will identify any need for additional mitigation.
4.5.55	Suggest that the access road to the Notley Enterprise Park Cable Sealing End (CSE) compound is extended to pass north of Holton St Mary, to avoid using B1070 reducing impact on residents of Holton St Mary (plan provided by respondent).	Construction access, egress and associated traffic routes are being considered and discussed with the appropriate local and national highways authorities. The detailed proposals will be consulted on during the 2024 statutory consultation.
4.5.56	Suggest that the Cable Sealing End (CSE) compound is located away from Great Horkesley due to close proximity to the Area of Outstanding Natural Beauty (AONB), listed buildings and the Essex Way.	National Grid has carefully considered the feedback received during the 2022 and 2023 non-statutory consultations, the alternatives available, and other factors including our duties and obligations. These duties include balancing the need to be economic and efficient, which includes keeping costs down in the interests of the bill-paying consumers, with a duty to have regard to preserving amenity, which includes the natural environment, cultural heritage, landscape and visual quality. National Policy Statement (NPS) EN-5 makes clear that *'the Government's position that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or Areas of Outstanding Natural Beauty)'.* The NPS also confirms that widespread and significant adverse landscape and/or visual impacts in other locations may also justify the use of undergrounding. We may also adopt underground cables in other circumstances such as to cross existing 400 kV overhead line infrastructure. After consideration of feedback on the 2023 non-statutory consultation and informed by additional study, we also considered whether the Cable Sealing End (CSE) compound locations to the east and west of Great Horkesley should be moved to locations further from the AONB. In both cases we concluded that the effects reported to drive a request for change did not, in the context of national policy or National Grid's statutory duties, justify the higher cost of additional underground cables to bill-paying consumers, and the environmental implications of installing and maintaining them. Nevertheless, the Environmental Impact Assessment (EIA) will assess the impact of the Project and will identify any need for additional mitigation.
4.5.57	Suggest that the Cable Sealing End (CSE) compounds are relocated from	After consideration of feedback from the 2023 non-statutory consultation and informed by additional assessment, we also considered whether the Cable Sealing End (CSE) compound location to the east of Great Horkesley should be moved to a location further to the east. We concluded that the effects reported to drive a request for change did not,

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	pylons TB034/TB035 to pylon TB030.	in the context of national policy or National Grid's statutory duties, justify the higher cost of additional underground cables to bill-paying consumers, and the environmental implications of installing and maintaining them. Nevertheless, the Environmental Impact Assessment (EIA) will assess the impact of the Project and will identify any need for additional mitigation.
4.5.58	Suggest that the end sealing compound is more embedded with the industrial area, is fully screened and is places at a reduced level.	National Grid has carefully considered the feedback received during the 2023 non-statutory consultation and has assessed a number of alternatives for the 2024 preferred draft alignment around Notley Enterprise Park. Following further assessment, we are proposing a change to the siting of the Cable Sealing End (CSE) compound to the north of Raydon Airfield, extending the underground cable length by 1.5 km. This change will move the 2023 preferred draft alignment from approximately JC026 to JC034 further north. This also benefits from extensive screening by existing trees that can be enhanced going someway to responding to the change sought. We will continue to make changes to the 2024 preferred draft alignment where practicable as we receive further feedback and as the Project develops. The Environmental Impact Assessment (EIA) will assess the impact of the Project and will identify any need for additional mitigation including screening.
4.5.59	Suggest that the Project is re-routed or undergrounded between TB033 and TB061 to mitigate impact on the landscape of the valley, the Fordham Hall Estate, the Essex Way and the adjoining unspoilt countryside setting.	National Grid has carefully considered the feedback received during the 2023 non-statutory consultation, the alternatives available, and other factors including our duties and obligations. These duties include balancing the need to be economic, efficient, and keep costs down in the interests of the bill-paying consumers, balanced against a duty to have regard to preserving amenity, the natural environment, cultural heritage, landscape, and visual quality. National Policy Statement (NPS) EN-5 makes clear that *'the Government's position that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or Areas of Outstanding Natural Beauty (AONB))'.* The NPS also confirms that widespread and significant adverse landscape and/or visual impacts in other locations may also justify the use of undergrounding. We may also adopt underground cables in other circumstances such as to cross existing 400 kV overhead line infrastructure. No such designations or crossing locations have been identified in this section which is therefore proposed as an overhead line at this stage. We are undertaking an Environmental Impact Assessment (EIA) to assess the potential impact of the Project, and this will identify any need for additional mitigation.
4.5.60	Suggest that the Project is routed away from populated / residential areas.	Deciding where and how to build new high voltage electricity lines is a complex issue and National Grid is mindful of the potential effects this infrastructure may have on local communities and the concerns these may bring. We recognise that people living near our transmission infrastructure, including high voltage overhead lines, may have concerns about audible noise and potential health impacts. It has sometimes been suggested that minimum distances between properties and overhead lines should be prescribed. We do not consider this appropriate since each instance must be dealt with on its merits. However, we have always sought to route new lines away from residential property on grounds of general amenity where practicable. Projects of this nature are required to assess the potential environmental impacts of the proposals, and report on those, and set out proposed mitigation, in an Environmental Statement (ES) in accordance with the relevant Environmental Impact Assessment (EIA) Regulations. The EIA starts early in the process and, in that respect, a considerable amount of assessment work has been undertaken to allow preliminary judgements to be made about

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		the design and routeing of the Project. This has been set out in various publications (The Corridor and Preliminary Routeing and Siting Study (CPRSS), published as part of the 2022 non-statutory consultation, the Design Development Report, 2022 Non-Statutory Consultation Feedback Report and Strategic Options Backcheck and Review, published as part of the 2023 non-statutory consultation) with feedback helping shape the preliminary proposals. Further detailed assessment work has been undertaken since the 2023 non-statutory consultation and is published in the Preliminary Environmental Information Report (PEIR) to accompany the statutory consultation stage of the Project. We will be writing up our noise and vibration assessment that will, in addition to other topic specific assessments, form part of the EIA for the Project. Noise levels and the effect on residential properties as well as other sensitive areas, such as hospitals and schools, are carefully considered during planning, assessed according to the appropriate UK standards, and mitigated where necessary. We set strict technical standards for the equipment we install on our network. These will apply to the proposed new East Anglia Connection Node (EACN) substation located in the Tendring District, and extensions required to the existing Norwich Main, Bramford, and Tilbury Substations. These standards include requirements to ensure the occurrence of audible noise is eliminated or reduced as far as practicable. Therefore, significant adverse effects from noise are not expected. Noise from overhead lines is predominately determined by the conductor design, voltage and weather conditions. The overhead line will be designed using a relatively quiet conductor that meets the design specification required, and operational noise is not likely to be significant at nearby sensitive receptors under any weather conditions. Should the iterative design process result in alternative conductor types be used, consideration for this would be assessed within the EIA. Pylon fittings, such as insulators, dampers, spacers, and clamps, are also designed and procured in accordance with a series of National Grid Technical Specifications to reduce the potential for audible noise and tones to occur from all types of fittings. Where noise does occur, it is likely to be localised and of short duration. If this is due to a fault, action can be taken to rectify it. A technical note would be submitted as part of the application for development consent to support scoping out noise associated with overhead lines from the ES. We will also be writing up our Landscape and Visual Impact Assessment (LVIA) that will form part of the EIA for the Project. This will include a write-up of an assessment on both landscape character and visual amenity. Where likely significant effects are anticipated the LVIA will consider and identify areas where it may be necessary and appropriate to put forward potential mitigation as part of an iterative design and assessment process. The health and safety of the public, local communities and employees is central to everything that we do. The UK has a carefully thought-out set of policies for protecting us all against Electric and Magnetic Fields (EMFs), the main component of which is exposure guidelines. The exposure guidelines are set by independent scientific bodies and are based on decades-long studies into the effects of EMFs and ill health. After those decades of research, the weight of evidence is against there being any health risks of EMFs below the guideline limits. Our approach is to ensure that our network comply with those policies, which are set by Government on the advice of their independent advisors. The Project will be designed to ensure it is fully compliant with these policies and guidelines. This ensures that health concerns are properly and adequately addressed. Policies for both noise and EMF are incorporated into the decision-making process for development consent as set out in National Policy Statement (NPS) EN-5. It is National Grid's policy to ensure that all its equipment complies fully with those policies and guidelines. The application for a Development Consent Order (DCO) will include assessments against these polices, including both construction and operational noise and EMF.

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4.5.61	Suggest that the Project is routed away from the Fordham Hall Estate / concern about the impact on Fordham Hall Estate.	The Fordham Hall Estate does not have a designation status that would of itself be considered to influence routeing decision making. National Grid also does not consider overhead line to be incompatible with continued use of the land for recreational or farming activity and developed the 2023 preferred draft alignment to cross narrow parts of replanted woodland within a straight section of alignment to reduce effects. As with other feedback we have nonetheless considered whether effects could be reduced by alternatives. Avoidance of the estate necessitates wide diversions either to the west (between TB034 and TB064 via Hemp's Green and Wick Farm) or the east (between TB042 and TB051 via the west of King's Farm and between Fordham Bridge and Fiddlers Wood Ancient Woodland). Neither of these alternatives were preferred, the eastern is less direct and has substantial routeing restriction considered unacceptable due to numerous utilities and the proximity of watercourse and Ancient Woodland, the west substantially transfers effects. Overall, we consider the limited effects on recently replanted woodland of the straight alignment to remain preferred and consider this does not unduly affect the Fordham Hall Estate. On this basis no change is currently proposed but we will continue to make changes to the 2024 preferred draft alignment where practicable as we receive further feedback and as the Project develops.
4.5.62	Suggest that the Project is routed to follow run close to other major detractors such as the A12 from TB059 – TB078.	National Grid note the potential for close paralleling to reduce the level of effects that may arise from a new overhead line. However, as set out in the Design Development Report (DDR) published as part of our 2023 non-statutory consultation, in this section there are constraints and features that mean, overall, we consider close paralleling would lead to greater effects on receptors in the area and be less compliant with the Holford Rules or be less consistent with the policy to be economic and efficient. In the absence of further information, we are not currently proposing a change to the 2023 preferred draft alignment in this location, however we will continue to make changes to the 2024 preferred draft alignment as we receive further feedback and as the Project develops.
4.5.63	Suggest that the Sealing End Compound at Great Horkesley is relocated significantly further east and that a location on less fertile agricultural land / uncultivated land is considered.	In response to feedback, National Grid has considered whether the Cable Sealing End (CSE) compound location to the east of Great Horkesley could be moved further east. Relatively localised movement to the edge of the field or into the next field to the east are constrained by gas and water pipelines and the edge of properties and hedgelines to the north. Movement may be possible further east but this would increase the underground cable length. In all cases we concluded that the effects reported as driving the request for change did not, in the context of national policy or National Grid's statutory duties, justify the higher cost of underground cables to bill-paying consumers, and the environmental implications of installing and maintaining them. Nevertheless, the Environmental Impact Assessment (EIA) will assess the impact of the Project and will identify any need for additional mitigation.
4.5.64	Suggest that the use of underground cables is extended from Raydon Airfield to Bramford.	National Grid has carefully considered the feedback received during the 2023 non-statutory consultation, the alternatives available, and other factors including our duties and obligations. These duties include balancing the need to be economic, efficient, and keep costs down in the interests of the bill-paying consumers, balanced against a duty to have regard to preserving amenity, the natural environment, cultural heritage, landscape, and visual quality. National Policy Statement (NPS) EN-5 makes clear that *'the Government's position that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or Areas of Outstanding Natural Beauty (AONB))'.* The NPS also confirms that widespread and significant adverse

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		landscape and/or visual impacts in other locations may also justify the use of undergrounding. We may also adopt underground cables in other circumstances such as to cross existing 400 kV overhead line infrastructure. We are currently proposing to utilise underground cable for approximately 16 km from the East Anglia Connection Node (EACN) substation through the AONB to a Cable Sealing End (CSE) compound to the north of Raydon Airfield. No such designations or crossing locations have been identified in the section from the proposed CSE compound north to Bramford Substation, which is therefore proposed as an overhead line at this stage. We are undertaking an Environmental Impact Assessment (EIA) to assess the potential impact of the Project, and this will identify any need for additional mitigation.
4.5.65	Suggest that the use of underground cables is extended from the Area of Outstanding Natural Beauty (AONB) further past Little Wenham and Great Wenham.	National Grid has considered the respondent's feedback highlighting a preference for the use of underground cables to be extended further past Little Wenham and Great Wenham. Following further assessment, we are proposing a change to the 2023 preferred draft alignment to continue the use of underground cable beyond the airfield with a Cable Sealing End (CSE) compound located to the north of it. The Project would then continue as overhead line to the east towards Bramford Substation at a greater distance from Little Wenham and Great Wenham. Further details on this change and the alternatives considered can be found in the Design Development Report (DDR), published as part of the 2024 statutory consultation. Further changes to the 2024 preferred draft alignment will be considered as the Project develops.
4.5.66	Suggest that the use of underground cables should be extended to the east and that the Eastern Cable Sealing End (CSE) compound should be relocated 1.5 km further to the east into the site of the former Boxted Airfield (e.g., to minimise visual impact).	In response to feedback, National Grid has considered whether the Cable Sealing End (CSE) compound location to the east of Great Horkesley could be moved further east. Movement of around 1.5 km may be possible further east but increases the underground cable length. We considered this and concluded that the visual effects driving the request for change did not, in the context of national policy or National Grid's statutory duties, justify the higher cost of underground cables to bill-paying consumers, and the environmental implications of installing and maintaining them. We do not currently propose to make this change to the eastern Great Horkesley CSE compound position. Nevertheless, the Environmental Impact Assessment (EIA) will assess the impact of the Project and will identify any need for additional mitigation. We will continue to make changes to the 2024 preferred draft alignment where practicable as we receive further feedback and as the Project develops.
4.5.67	Suggest that underground cables are routed in agricultural land rather than residential land.	National Grid develops its proposals using the Holford Rules (as described in Chapter 1 of this report) and must respond to the presence of existing constraints and environmental features. Residential properties will be avoided wherever possible and whilst the use of open, flat land is favoured, there are some instances where areas closer to residential receptors cannot be avoided as a result of the constraints and features present, or where diversions to utilise, open agricultural land would result in a longer route with additional changes of direction.
4.5.68	Suggest that underground cables are used for the entire Project.	National Grid has carefully considered the feedback received during consultation, the alternatives available, and other factors including our duties and obligations. These duties include balancing the need under The Electricity Act 1989 to be economic and efficient, which includes keeping costs down in the interests of the bill-paying consumers, with a duty to have regard to preserving amenity, which includes the natural environment, cultural heritage, landscape and visual quality. The National Policy Statement (NPS) EN-5 makes clear that *'the Government's position that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e.*

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		National Parks, The Broads, or Areas of Outstanding Natural Beauty (AONB))'. The NPS also confirms that widespread and significant adverse landscape and/or visual impacts in other locations may also justify the use of undergrounding. We may also adopt underground cables in other circumstances such as to cross existing 400 kV overhead line infrastructure. Therefore, whilst undergrounding the whole route is not considered appropriate, National Grid's proposals do include underground cable within the Dedham Vale Area of Outstanding Natural Beauty (AONB) in accordance with NPS EN-5. Prior to our 2023 non-statutory consultation we identified the need to extend the underground cable beyond the AONB boundary because of potential effects, we have further extended this section of underground cable following consideration of feedback on our 2023 non-statutory consultation and additional investigation into potential effects. We also identified an approximately 4 km section near Great Horkesley as meeting the particularly sensitive criteria where underground cable is also proposed and following consideration of feedback to the 2023 non-statutory consultation, we are reviewing the potential to utilise around 2 km of underground cable near Diss though this is subject to review of the findings of ground investigations and further studies. Additionally, underground cable is proposed at Fairstead for a 400 kV overhead line crossing and for around 5 km for the crossing of the Lower Thames Crossing (LTC) proposals and line entry to Tilbury Substation.
4.5.69	Suggest that underground cables are used for the Project at Colne Valley (pylons TB033-TB039 and TB039-TB061).	National Grid has carefully considered the feedback received during the 2023 non-statutory consultation, the alternatives available, and other factors including our duties and obligations. These duties include balancing the need to be economic, efficient, and keep costs down in the interests of the bill-paying consumers, balanced against a duty to have regard to preserving amenity, the natural environment, cultural heritage, landscape, and visual quality. National Policy Statement (NPS) EN-5 makes clear that *'the Government's position that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or Areas of Outstanding Natural Beauty)'.* The NPS also confirms that widespread and significant adverse landscape and/or visual impacts in other locations may also justify the use of undergrounding. We may also adopt underground cables in other circumstances such as to cross existing 400 kV overhead line infrastructure. No such designations or crossing locations have been identified in this section which is therefore proposed as an overhead line at this stage. We are undertaking an Environmental Impact Assessment (EIA) to assess the potential impact of the Project, and this will identify any need for additional mitigation.
4.5.70	Suggest that underground cables are used for the Project at Marks Tey (pylons TB059-TB078).	National Grid has carefully considered the feedback received during the 2023 non-statutory consultation, the alternatives available, and other factors including our duties and obligations. These duties include balancing the need to be economic, efficient, and keep costs down in the interests of the bill-paying consumers, balanced against a duty to have regard to preserving amenity, the natural environment, cultural heritage, landscape, and visual quality. National Policy Statement (NPS) EN-5 makes clear that *'the Government's position that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or Areas of Outstanding Natural Beauty)'.* The NPS also confirms that widespread and significant adverse landscape and/or visual impacts in other locations may also justify the use of undergrounding. We may also adopt underground cables in other circumstances such as to cross existing 400 kV overhead line infrastructure.

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		No such designations or crossing locations have been identified in this section which is therefore proposed as an overhead line at this stage. We are undertaking an Environmental Impact Assessment (EIA) to assess the potential impact of the Project, and this will identify any need for additional mitigation.
4.5.71	Suggest that underground cables are used for the Project to the west of Needham Market and east of Badley (i.e., to protect the wider setting of the historic town and the tiny historic settlement of Badley with its iconic hall and church group with vanished settlement).	National Grid has carefully considered the feedback received during the 2023 non-statutory consultation, the alternatives available, and other factors including our duties and obligations. These duties include balancing the need to be economic, efficient, and keep costs down in the interests of the bill-paying consumers, balanced against a duty to have regard to preserving amenity, the natural environment, cultural heritage, landscape, and visual quality. National Policy Statement (NPS) EN-5 makes clear that *'the Government's position that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e., National Parks, The Broads, or Areas of Outstanding Natural Beauty)'.* The NPS also confirms that widespread and significant adverse landscape and/or visual impacts in other locations may also justify the use of undergrounding. We may also adopt underground cables in other circumstances such as to cross existing 400 kV overhead line infrastructure. No such designations or crossing locations have been identified in this section which is therefore proposed as an overhead line at this stage. We are undertaking an Environmental Impact Assessment (EIA) to assess the potential impact of the Project, and this will identify any need for additional mitigation.
4.5.72	Suggest that underground cables are used from Bramford to the East Anglia Connection Node (EACN) substation.	Somewhere around half of this part of the connections proposed as underground cable as a consequence of routeing through the Area of Outstanding Natural Beauty (AONB) or effects extending into its setting. The remainder between Bramford and Raydon airstrip is outside the AONB and National Grid do not consider that the effects, in the context of national policy or National Grid's statutory duties, justify the higher cost of underground cables to bill-paying consumers, and the environmental implications of installing and maintaining them. Nevertheless, the Environmental Impact Assessment (EIA) will assess the impact of the Project and will identify any need for additional mitigation.
4.5.73	Suggest that underground cables are used from pylon TB073 to TB075.	National Grid has carefully considered the feedback received during the 2023 non-statutory consultation, the alternatives available, and other factors including our duties and obligations. These duties include balancing the need to be economic, efficient, and keep costs down in the interests of the bill-paying consumers, balanced against a duty to have regard to preserving amenity, the natural environment, cultural heritage, landscape, and visual quality. National Policy Statement (NPS) EN-5 makes clear that *'the Government's position that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e., National Parks, The Broads, or Areas of Outstanding Natural Beauty)'.* The NPS also confirms that widespread and significant adverse landscape and/or visual impacts in other locations may also justify the use of undergrounding. We may also adopt underground cables in other circumstances such as to cross existing 400 kV overhead line infrastructure. No such designations or crossing locations have been identified in this section which is therefore proposed as an overhead line at this stage. We are undertaking an Environmental Impact Assessment (EIA) to assess the potential impact of the Project, and this will identify any need for additional mitigation.

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4.5.74	Suggest that underground cables are used from the Bramford Substation through the parishes of Burstall, Hintlesham and Chattisham.	National Grid has carefully considered the feedback received during the 2023 non-statutory consultation, the alternatives available, and other factors including our duties and obligations. These duties include balancing the need to be economic, efficient, and keep costs down in the interests of the bill-paying consumers, balanced against a duty to have regard to preserving amenity, the natural environment, cultural heritage, landscape, and visual quality. National Policy Statement (NPS) EN-5 makes clear that *'the Government's position that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e., National Parks, The Broads, or Areas of Outstanding Natural Beauty)'.* The NPS also confirms that widespread and significant adverse landscape and/or visual impacts in other locations may also justify the use of undergrounding. We may also adopt underground cables in other circumstances such as to cross existing 400 kV overhead line infrastructure. No such designations or crossing locations have been identified in this section which is therefore proposed as an overhead line at this stage. We are undertaking an Environmental Impact Assessment (EIA) to assess the potential impact of the Project, and this will identify any need for additional mitigation.
4.5.75	Suggest that underground cables are used through the wetland landscape where the Project exits the Plateau Claylands and enters the incised river valley landscape (i.e., to avoid residual impacts).	The use of underground cables is informed by National Policy Statement (NPS) EN-5 and focuses on statutory designations (for example Areas of Outstanding Natural Beauty (AONB)) with specific transitions from overhead line guided by the Horlock Rules and consideration of potential effects. The use of underground cable is also proposed or being considered in certain other locations for reasons of their particular sensitivity or technical requirements. This consideration includes input from landscape specialists considering the sensitivity of specific landscape types.
4.5.76	Suggest that underground cables are used within at least 2 km of the Area of Outstanding Natural Beauty (AONB) (as indicated within the Corridor and Preliminary Routeing and Siting Study (CPRSS)).	National Grid does not utilise a set distance from the Area of Outstanding Natural Beauty (AONB) as the basis to define the extent of any underground cable extending into the setting and does not consider this is stated as a basis in the Corridor and Preliminary Routeing and Siting Study (CPRSS) published at the 2022 non-statutory consultation. The approach adopted responds to the specific circumstances of each location and is therefore guided by the nature of the special qualities, existing screening by landform or vegetation rather than a predefined standard. Each Cable Sealing End (CSE) compound has been sited with this in mind and are at different distances from the AONB boundary.
4.5.77	Suggest that underground cables are used within at least 5 km of the Area of Outstanding Natural Beauty (AONB) / pylons used at least 5 km away (preferably 10 km).	National Policy Statement (NPS) EN-5 makes it clear that the Government expects overhead lines to be appropriate in most instances, although it recognises that there may be, at particularly sensitive locations which includes nationally designated areas such as Areas of Outstanding Natural Beauty (AONB), potential adverse landscape and visual impacts of an overhead line that make it unacceptable in planning terms. National Grid therefore adopts underground cable technology as mitigation within areas such as AONBs. Policy identifies no set distance by which such mitigation should be extended outside the AONB boundary. National Grid identifies the requirement for mitigation (whether by additional planting, type of pylon or choice of alternative technology such as underground cable) based on consideration of the potential effects that may arise on a case by case basis. This takes into account the specific details of the designation (including special qualities, key

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		views etc) and local circumstances including landform and existing vegetation. This approach allows consideration of the predicted effects arising from cable or overhead line technology and the Cable Sealing End (CSE) compounds (the transition sites between technologies) rather than applying an arbitrary distance that may be too great or too small for the specific circumstances.
4.5.78	Suggest that underground cables extend to pylon TB042 to mitigate impact on protected landscapes and listed buildings.	National Grid has carefully considered the feedback received during the 2023 non-statutory consultation, the alternatives available, and other factors including our duties and obligations. These duties include balancing the need to be economic, efficient, and keep costs down in the interests of the bill-paying consumers, balanced against a duty to have regard to preserving amenity, the natural environment, cultural heritage, landscape, and visual quality. National Policy Statement (NPS) EN-5 makes clear that *'the Government's position that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e., National Parks, The Broads, or Areas of Outstanding Natural Beauty (AONB))'.* The NPS also confirms that widespread and significant adverse landscape and/or visual impacts in other locations may also justify the use of undergrounding. We may also adopt underground cables in other circumstances such as to cross existing 400 kV overhead line infrastructure. No such designations or crossing locations have been identified between the currently proposed Cable Sealing End (CSE) compound and TB042 nor is it considered that the effects outside the AONB are of a level to the AONB and its special qualities. This section continues therefore to be proposed as an overhead line at this stage. We are undertaking an Environmental Impact Assessment (EIA) to assess the potential impact of the Project, and this will identify any need for additional mitigation.
4.5.79	Suggest that underground cables should be extended from Great Horkesley to the A12 (to avoid impacting Hillhouse Wood, Fordham and the Colne Valley).	National Grid has carefully considered the feedback received during the 2023 non-statutory consultation, the alternatives available, and other factors including our duties and obligations. These duties include balancing the need to be economic and efficient, which includes keeping costs down in the interests of the bill-paying consumers, with a duty to have regard to preserving amenity, which includes the natural environment, cultural heritage, landscape, and visual quality. National Policy Statement (NPS) EN-5 makes clear that *'the Government's position that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e., National Parks, The Broads, or Areas of Outstanding Natural Beauty (AONB))'.* The NPS also confirms that widespread and significant adverse landscape and/or visual impacts in other locations may also justify the use of undergrounding. We may also adopt underground cables in other circumstances such as to cross existing 400 kV overhead line infrastructure. We are proposing the section of underground cable at Great Horkesley due to potential impacts on the setting of the AONB. No further impacts necessitating a change to underground cable technology have been identified in respect of the setting of the AONB nor other such designations or crossing locations identified in this section which is therefore proposed as an overhead line at this stage. We are undertaking an Environmental Impact Assessment (EIA) to assess the potential impact of the Project, and this will identify any need for additional mitigation.
4.5.80	Suggest that underground cables should be extended from the East Anglia Connection Node (EACN)	The relevant National Policy Statement (NPS) is EN-5 makes clear that *'the Government's position that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e., National Parks, The Broads, or Areas of Outstanding Natural Beauty)'.* The NPS also confirms that widespread and significant adverse

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	substation (at Ardleigh) to the Cable Sealing End compound at Great Horkesley (to A12) / suggest that underground cables should be extended from pylon TB001 to TB035 (removing need for Cable Sealing End (CSE) compound).	landscape and/or visual impacts in other locations may also justify the use of undergrounding. We may also adopt underground cables in other circumstances such as to cross existing 400 kV overhead line infrastructure. The Area of Outstanding Natural Beauty (AONB) designation in this section is one such location where there is a presumption that underground cable technology is adopted, with the extent of underground cabling extending beyond the boundary in response to the potential for the development to unacceptably affect the natural beauty of the AONB. National Grid is proposing that the connection from Bramford is installed as underground cable from the northern edge of the AONB through to the East Anglia Connection Node (EACN) substation. This responds to both the potential for overhead line and/or Cable Sealing End (CSE) compounds to have effects on the AONB and the effects of a double overhead line for the last few kilometres into the EACN substation. The 2024 preferred draft alignment includes a total of approximately 20 km of underground cable through and in the vicinity of the Dedham Vale AONB, including a section at Great Horkesley to reduce the changes in views and setting of the AONB from within and adjacent to its designated boundary. Extending the underground cabling from the EACN substation east to west along the south of the AONB was considered, however following further assessment, we are not proposing to utilise underground cable in this section. This is because the landscape and visual impacts from an overhead line on the setting of the AONB in this area were not considered to be inconsistent with our duties and the relevant planning policy framework. We are undertaking an Environmental Impact Assessment (EIA) to assess the potential impact of the Project, and this will identify any need for additional mitigation.
4.5.81	Suggest that underground cables should be used for the Project around Ardleigh.	National Grid has carefully considered the feedback received during the 2023 non-statutory consultation, the alternatives available, and other factors including our duties and obligations. These duties include balancing the need to be economic and efficient, which includes keeping costs down in the interests of the bill-paying consumers, with a duty to have regard to preserving amenity, which includes the natural environment, cultural heritage, landscape, and visual quality. National Policy Statement (NPS) EN-5 makes clear that *'the Government's position that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e., National Parks, The Broads, or Areas of Outstanding Natural Beauty (AONB))'*. The NPS also confirms that widespread and significant adverse landscape and/or visual impacts in other locations may also justify the use of undergrounding. We may also adopt underground cables in other circumstances such as to cross existing 400 kV overhead line infrastructure. No such designations or crossing locations have been identified in this section in the vicinity of Ardleigh, which is therefore proposed as an overhead line at this stage. We are undertaking an Environmental Impact Assessment (EIA) to assess the potential impact of the Project, and this will identify any need for additional mitigation.
4.5.82	Suggest the use of underground cables around Boxted Airfield.	National Grid has appointed an independent aviation consultancy who has contacted Boxted Airfield. Following further assessment it has been determined that the airfield is deemed to be disused. It was last used for a one day fly in 2021 by the South Suffolk Strut who have advised that they no longer wish to use the airfield due to the condition of the runway. We will continue to engage with nearby airfields as appropriate throughout the project development process.

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4.5.83	Suggest the use of underground cables south of Bramford.	National Grid has carefully considered the feedback received during the 2023 non-statutory consultation, the alternatives available, and other factors including our duties and obligations. These duties include balancing the need to be economic, efficient, and keep costs down in the interests of the bill-paying consumers, balanced against a duty to have regard to preserving amenity, the natural environment, cultural heritage, landscape, and visual quality. National Policy Statement (NPS) EN-5 makes clear that *'the Government's position that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e., National Parks, The Broads, or Areas of Outstanding Natural Beauty (AONB))'.* The NPS also confirms that widespread and significant adverse landscape and/or visual impacts in other locations may also justify the use of undergrounding. We may also adopt underground cables in other circumstances such as to cross existing 400 kV overhead line infrastructure. No such designations or crossing locations have been identified in this section, south of Bramford, which is therefore proposed as an overhead line at this stage. We are undertaking an Environmental Impact Assessment (EIA) to assess the potential impact of the Project, and this will identify any need for additional mitigation.
4.5.84	Suggest underground cables are installed using Horizontal Directional Drilling (HDD) rather than open trenches (cut and cover) where the Project crosses the A134 (i.e., to avoid closing this major road).	All crossings will be suitably assessed, and the method of underground cable installation will be determined while considering a number of key factors such as: • road characteristics (peak and off peak) – size, types and frequency of use; • location – physical and environmental constraints.; • underground constraints – services, structures, water table etc; • ground conditions; • programme requirements – any constraints; • traffic management requirements – lane closures, traffic signalling; and • sensitive receptors and mitigation measures – noise, vibration, dust etc. Further details of preferred underground cable installation methods and their locations will be available as part of the 2024 statutory consultation.
4.5.85	Suggestion that the Project is routed away from / the Project should not be located at a specific location.	Further assessment and technical appraisal have been undertaken following feedback received from the 2023 non-statutory consultation which has resulted in several changes to the current draft alignment. Further details on these changes can be found in the Design Development Report, published as part of the 2024 statutory consultation. Further changes to the draft alignment will be considered as the Project develops.
4.5.86	Suggestion that the Project is routed away from / the Project should not be located at Aldham.	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Aldham. We have reviewed alternative alignments in this area but remain of the view that the 2023 preferred draft alignment (subject to some localised modifications) should be taken forward at this time. Further details on the alternatives considered can be found in the Design Development Report, published as part of the 2024 statutory consultation. Further changes to the draft alignment will be considered as the Project develops.
4.5.87	Suggestion that the Project is routed away from / the Project	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Ardleigh. In the absence of a specific basis for the change or a proposed alternative alignment, we have

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	should not be located at Ardleigh.	considered this feedback by following the guidance in the Holford Rules in developing the draft alignment. Guidelines on overhead line routeing are known as the *'Holford Rules'* which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Chapter 1 of this report. Further, the routeing past Ardleigh is required because of the positioning of the East Anglia Connection Node (EACN) substation. Alternatives to the EACN substation west of Ardleigh (considered in the 2023 Design Development Report (DDR)) are less preferred because of greater effects on the Area of Outstanding Natural Beauty (AONB). In the absence of further evidence, no change is currently proposed, we will continue to make changes to the 2024 preferred draft alignment and siting of the EACN substation where practicable as we receive further feedback and as the Project develops.
4.5.88	Suggestion that the Project is routed away from / the Project should not be located at Boxted.	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Boxted. In the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the draft alignment. Guidelines on overhead line routeing are known as the *'Holford Rules'* which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Chapter 1 of this report.
4.5.89	Suggestion that the Project is routed away from / the Project should not be located at Burstall.	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Burstall. In the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the draft alignment. Guidelines on overhead line routeing are known as the *'Holford Rules'* which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Chapter 1 of this report.
4.5.90	Suggestion that the Project is routed away from / the Project should not be located at Fordham.	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Fordham. We have reviewed alternative alignments in this area but remain of the view that the current draft alignment should be taken forward at this time. Further details on the alternatives considered can be found in the Design Development Report, published as part of the 2024 statutory consultation. Further changes to the draft alignment will be considered as the Project develops.
4.5.91	Suggestion that the Project is routed away from / the Project should not be located at Great Horkesley.	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Great Horkesley. In the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by seeking to avoid effects by utilising underground cable in the vicinity of Great Horkesley. Therefore, we are not currently proposing further change in this area, but we will consider further changes as the Project develops.
4.5.92	Suggestion that the Project is routed away from / the Project should not be located at Hillhouse Woods.	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Hillhouse Wood (near West Bergholt). We can confirm that the draft alignment avoids this woodland. In considering the feedback we are guided by the Holford Rules specifically avoiding woodland where this is possible without undue diversion. Guidelines on overhead line routeing are known as the *'Holford Rules'* which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Chapter 1 of this report.

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4.5.93	Suggestion that the Project is routed away from / the Project should not be located at Little Bromley.	National Grid has considered the respondent's feedback highlighting a preference for an alternative location for the East Anglia Connection Node (EACN) substation moved away from Little Bromley. Alternatives to the EACN substation west of Ardleigh (considered in the 2023 Design Development Report (DDR)) are less preferred because of greater effects on the Area of Outstanding Natural Beauty (AONB). In the absence of further evidence, no change is currently proposed, we will continue to make changes to the 2024 preferred draft alignment and siting of the EACN substation where practicable as we receive further feedback and as the Project develops.
4.5.94	Suggestion that the Project is routed away from / the Project should not be located at Little Horkesley.	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Little Horkesley. In the absence of a specific basis for the change or a proposed alternative and as we are currently proposing to utilise underground cable in the vicinity of Little Horkesley, we are currently not proposing a change at this location.
4.5.95	Suggestion that the Project is routed away from / the Project should not be located at Marks Tey.	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Marks Tey. In the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the draft alignment. Guidelines on overhead line routeing are known as the *'Holford Rules'* which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Chapter 1 of this report.
4.5.96	Suggestion that the Project is routed away from / the Project should not be located at Raydon and Raydon Airfield.	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Raydon and Raydon Airfield. Following further assessment, we are proposing a change to the alignment to continue the use of underground cable beyond the airfield with a Cable Sealing End (CSE) compound located to the north. Further details on this change and the alternatives considered can be found in the Design Development Report, published as part of the 2024 statutory consultation. Further changes to the draft alignment will be considered as the Project develops.
4.5.97	Suggestion that the Project is routed away from / the Project should not be located at The Colne Valley.	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from the Colne Valley. In the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the draft alignment. Guidelines on overhead line routeing are known as the *'Holford Rules'* which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Chapter 1 of this report.
4.5.98	Suggestion that the Project is routed away from / the Project should not be located at West Bergholt.	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from West Bergholt. In the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the draft alignment. Guidelines on overhead line routeing are known as the *'Holford Rules'* which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Chapter 1 of this report.
4.5.99	Suggests moving or undergrounding line between	National Grid has carefully considered the feedback received during the 2023 non-statutory consultation, the alternatives available, and other factors including our duties and obligations. These duties include balancing the need

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	TB033-TB061 (the point at which the route crosses west of Colchester) as this is a special landscape area.	to be economic and efficient, which includes keeping costs down in the interests of the bill-paying consumers, with a duty to have regard to preserving amenity, which includes the natural environment, cultural heritage, landscape, and visual quality. National Policy Statement (NPS) EN-5 makes clear that *'the Government's position that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e., National Parks, The Broads, or Areas of Outstanding Natural Beauty (AONB))'.* The NPS also confirms that widespread and significant adverse landscape and/or visual impacts in other locations may also justify the use of undergrounding. We may also adopt underground cables in other circumstances such as to cross existing 400 kV overhead line infrastructure. No such designations or crossing locations have been identified in this section which is therefore proposed as an overhead line at this stage. We are undertaking an Environmental Impact Assessment (EIA) to assess the potential impact of the Project, and this will identify any need for additional mitigation.
Economic / Employment Impact		
4.5.100	Concern about the negative impact on businesses in the area.	Through the routeing and siting exercise National Grid has sought and will continue to reduce as far as practicable impacts to businesses. To reduce potential impacts, we are identifying businesses and enterprises and their primary function, and also those that are likely to generate tourism such as private gardens and parks. These have been and will continue to be considered during the iterative design process. Impacts on local businesses will be presented within a Socio-economics, Recreation and Tourism assessment which is being undertaken and will be written up to form part of the Environmental Impact Assessment (EIA). As part of this assessment, a range of measures will be considered throughout the construction phase of the Project to minimise disruption to businesses and their users. These measures will be identified within the Environmental Statement (ES) that will accompany the Development Consent Order (DCO) application.
Environmental Impact		
4.5.101	Concern about the impact of the Project on Hill House Woods (e.g., impact on walkers / bluebells / amenity).	National Grid is undertaking an Environmental Impact Assessment (EIA) for the Project. The results of this assessment will be presented in the Environmental Statement (ES) that will accompany the application for development consent. The ES will include consideration of potential impacts on Hillhouse Wood and recreational activity and will identify any need for additional mitigation if required.
4.5.102	Concern about the impact of the Project on Protected Lanes in this area.	Projects of this nature are required to assess the potential environmental impacts of the proposals, and report on those, and set out proposed mitigation, in an Environmental Statement (ES) in accordance with the relevant Environmental Impact Assessment (EIA) Regulations. The EIA starts early in the process and, in that respect, a considerable amount of assessment work has been undertaken to allow preliminary judgements to be made about the design and routeing of the Project. This has been set out in various publications (The Corridor and Preliminary Routeing and Siting Study (CPRSS), published as part of the 2022 non-statutory consultation, the Design Development Report, 2022 Non-Statutory Consultation Feedback Report and Strategic Options Backcheck and Review, published as part of the 2023 non-statutory consultation) with feedback helping shape the preliminary proposals. Further detailed assessment work has been undertaken since the 2023 non-statutory consultation and is

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		published in the Preliminary Environmental Information Report (PEIR) to accompany the statutory consultation stage of the Project. National Grid will be writing up its Historic Environment Assessment and Landscape and Visual Impact Assessment (LVIA) that will, in addition to other topic specific assessments, form the latter part of the EIA for the Project. The Historic Environment Assessment will consider historic routeways including designated Protected Lanes and other historic routes identified through historic mapping or through Historic Environment Records. The LVIA will consider impacts on landscape character and visual amenity. The assessment of effects on landscape character will include consideration of effects on Protected Lanes. Where likely significant effects are anticipated the LVIA will consider and identify areas where it may be necessary and appropriate to put forward potential mitigation as part of an iterative design and assessment process.
4.5.103	Concern about the protection and reinstatement of the topsoil, and concern about inadequate reinstatement of the sub soil leading to flooding.	National Grid will secure measures to maintain existing hydrological function and drainage regimes on land within the Project boundary. These measures will be informed by the hydrology and soils impact assessments that will be undertaken to inform the Environmental Statement (ES). A Flood Risk Assessment (FRA) will also be prepared, and this will demonstrate how flood risk will be managed and describe the measures that will be put in place to ensure no increase to flood risk, which is a key requirement of the National Policy Statement (NPS) for Energy Infrastructure. Soil surveys will be undertaken along the route of the Project to identify the nature of the soils present, to include soil texture, topsoil horizon thickness and sensitivity in relation to soil handling and reinstatement. This information will be used to develop a Soil Management Plan (to form part of the Construction Environmental Management Plan (CEMP)) which will set out how different soils (topsoil and subsoil) will be handled and reinstated where applicable to ensure they are restored to as close to their pre-construction condition, to include how they drain.
4.5.104	Concern that the Project will impact designated sites (e.g., Sites of Special Scientific Interest (SSSI), Ancient Woodland and a Royal Society for the Protection of Birds (RSPB) reserve).	Through routeing and siting, National Grid has sought and will continue to reduce as far as practicable impacts on biodiversity and in particular features of high ecological value, such as Sites of Special Scientific Interest (SSSI), Special Protection Areas (SPAs), Ramsar sites and Ancient Woodland. The process of route design takes account of existing biodiversity, the natural environment and, where practicable, seeks to reduce potential impacts on areas of ecological sensitivity, through avoidance or mitigation. The Environmental Impact Assessment (EIA) for the Project will assess the effects on biodiversity (which includes receptors such as SSSIs, SPAs, Ramsar sites and Ancient Woodland) and where necessary will detail mitigation requirements. The assessment methodology has been discussed and agreed with Natural England and the assessment will be presented in the Environmental Statement (ES) or Habitats Regulations Assessment (HRA) depending on potential impact pathways. We will continue to engage with Natural England, the Royal Society for the Protection of Birds (RSPB) and other relevant stakeholders on aspects relating to biodiversity and the natural environment, including appropriate mitigation measures and techniques, and will take their views into account as the Project continues to develop.
4.5.105	Concern that the Project will result in a negative impact on the environment generally (no details given).	Through routeing and siting, National Grid has sought and will continue to reduce as far as practicable impacts on the environment. National Grid is undertaking an Environmental Impact Assessment (EIA) for the Project. The results of this assessment will be provided in the Environmental Statement (ES) that will accompany the Development Consent Order (DCO) application. The ES will identify and assess the likely significant effects on the environment resulting

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		from the construction and operation (and maintenance) of the Project and will recommend appropriate mitigation measures to reduce potential effects. The scope of the EIA is included in the Scoping Report which was submitted to the Planning Inspectorate in November 2022. We will continue to engage with a range of stakeholders (including Statutory Environmental Bodies (SEBs) and relevant Local Planning Authorities (LPAs)) throughout the development of the Project design and environmental assessment work.
4.5.106	Suggest that areas other than the Area of Outstanding Natural Beauty (AONB) should be protected / Criticism that only the AONB has been considered.	National Policy Statement (NPS) EN-5 states that the Government considers overhead lines to be appropriate and acceptable in most instances, although it recognises that that there may be, at particularly sensitive locations, potential adverse landscape and visual impacts of overhead line infrastructure that make it inconsistent with our duties and relevant planning policy. The Area of Outstanding Natural Beauty (AONB) designation in this section is one such location where there is a presumption that underground cable technology is adopted with the extent of underground cabling extending beyond the boundary in response to the potential for the Project to affect the Natural Beauty of the AONB. Our current proposals include a total of approximately 20 km of underground cable through and in the vicinity of the Dedham Vale AONB, including a section at Great Horkesley to reduce the changes in views and setting of the AONB from within and adjacent to its designated boundary. Underground cabling is also proposed for short section for a 400 kV overhead line crossing near Fairstead and approximately 5 km from just north of the Lower Thames Crossing (LTC) through to Tilbury Substation. Projects of this nature are required to assess the potential environmental impacts of the proposals, and report on those, and set out proposed mitigation, in an Environmental Statement (ES) in accordance with the relevant Environmental Impact Assessment (EIA) Regulations. The EIA starts early in the process and, in that respect, a considerable amount of assessment work has been undertaken to allow preliminary judgements to be made about the design and routeing of the Project. This has been set out in various publications (The Corridor and Preliminary Routeing and Siting Study (CPRSS), published as part of the 2022 non-statutory consultation, the Design Development Report, 2022 Non-Statutory Consultation Feedback Report and Strategic Options Backcheck and Review, published as part of the 2023 non-statutory consultation) with feedback helping shape the preliminary proposals. Further detailed assessment work has been undertaken since the 2023 non-statutory consultation and is published in the Preliminary Environmental Information Report (PEIR) to accompany the statutory consultation stage of the Project. National Grid will be writing up its Landscape and Visual Impact Assessment (LVIA) that will, in addition to other topic specific assessments, form the latter part of the EIA for the Project. This will include a write-up of an assessment on both landscape character and visual amenity. Where likely significant effects are anticipated the LVIA will consider and identify areas where it may be necessary and appropriate to put forward potential mitigation as part of an iterative design and assessment process.
4.5.107	Suggest that, due to the potential cumulative effects of large-scale infrastructure in the area of Bramford	Projects of this nature are required to assess the potential environmental impacts of the proposals, and report on those, and set out proposed mitigation, in an Environmental Statement (ES) in accordance with the relevant Environmental Impact Assessment (EIA) Regulations. The EIA starts early in the process and, in that respect, a considerable amount of assessment work has been undertaken to allow preliminary judgements to be made about

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	Substation, National Grid should lead the provision of a comprehensive assessment of landscape impacts and a scheme of compensation for this area.	the design and routeing of the Project. This has been set out in various publications (The Corridor and Preliminary Routeing and Siting Study (CPRSS), published as part of the 2022 non-statutory consultation, the Design Development Report, 2022 Non-Statutory Consultation Feedback Report and Strategic Options Backcheck and Review, published as part of the 2023 non-statutory consultation) with feedback helping shape the preliminary proposals. Further detailed assessment work has been undertaken since the 2023 non-statutory consultation and is published in the Preliminary Environmental Information Report (PEIR) to accompany the statutory consultation stage of the Project. National Grid will be writing up its Landscape and Visual Impact Assessment (LVIA) that will, in addition to other topic specific assessments, form the latter part of the EIA for the Project. This will include a write-up of an assessment of potential cumulative landscape character and visual amenity effects with other consented and proposed developments. Existing large-scale infrastructure which is present in the landscape will be considered as part of the baseline for the LVIA. Where likely significant effects are anticipated the LVIA will consider and identify areas where it may be necessary and appropriate to put forward potential mitigation as part of an iterative design and assessment process.
4.5.108	Suggests that a programme of trial trenching will be required at the substation in Tendring to confirm geophysical survey results.	National Grid is undertaking trial trenching to understand the baseline historic environment and refine the Project design further. National Grid will continue to engage with Historic England and relevant Local Planning Authorities (LPAs) to agree the scope of trial trenching, including at the East Anglia Connection Node (EACN) substation.
Financial Compensation		
4.5.109	Concern that the Project will devalue property / impact on property value in this section.	National Grid acknowledges that its proposals may cause concern to landowners. Diminishment of property value known as 'injurious affection' and any other appropriate heads of claim will be considered on an individual basis in accordance with current legislation. We will pursue a voluntary agreement with affected landowners, acquiring rights in accordance with our Land Rights Strategy (the strategy is subject to review). If a voluntary agreement cannot be reached, then the Compulsory Purchase Code allows for a claim of compensation for the loss that property owners may have suffered as a direct result of the retained part of your property ownership being worth less as a direct result of the works. If there are any specific concerns about the devaluation of property National Grid would advise seeking third party advice or alternatively please contact the Project team: Norwich-Tilbury@fishergerman.co.uk or by calling us on Freephone 0808 175 3314. Alternatively, you can write to Norwich to Tilbury Land Team, Fisher German, The Atrium, Risby Business Park, Newmarket Road, Risby, Bury St Edmunds, IP28 6RD.
4.5.110	Request for adequate financial compensation / suggest that impacted individuals need to be compensate.	All affected landowners will be compensated for any temporary/permanent losses, and this will be dealt with on a case-by-case basis. If there are any specific concerns requiring compensation and how it will be assessed, please contact the Project team:

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		Norwich-Tilbury@fishergerman.co.uk or by calling us on Freephone 0808 175 3314. Alternatively, you can write to Norwich to Tilbury Land Team, Fisher German, The Atrium, Risby Business Park, Newmarket Road, Risby, Bury St Edmunds, IP28 6RD. Additionally, we await details of how Government intends to implement its proposals for those living in close proximity to new electricity infrastructure.
4.5.111	Request for financial support to offset the detrimental impact of construction on tourism in the Dedham Vale Area of Outstanding Natural Beauty (AONB).	Private loss will be taken into consideration and National Grid welcomes landowners and business owners to engage on what the potential loss is. Where a loss cannot be avoided or mitigated, compensation will be provided in line with the compensation code/legislation.
Health, Safety and Wellbeing		
4.5.112	Concern that the Project may result in a negative impact on mental health / health and wellbeing.	National Grid recognises people may have concerns about the health effects of living close to an overhead line, and that the uncertainty whilst the proposals are developed may cause anxiety. We have sought to reduce potential effects on communities and residents through routeing and design. We have also sought to reduce concern or uncertainty about the proposals through making timely design decisions and engaging with the people and stakeholders throughout the development of the Project. The Project team will continue to engage with people potentially affected during the development of the Project, through regular communication including letters, phone calls and meetings. This will enable concerns to be raised and discussed at an early opportunity and provide a regular point of contact to respond to queries and concerns. We urge anyone with concerns to get in touch through the Norwich to Tilbury Freephone number, address or email throughout the development of the Project: • **Call our Community Helpline:** 0800 915 2497 (Lines are open Monday to Friday 9am-5:30pm) • **Email us:** contact@n-t.nationalgrid.com • **Write to us:** FREEPOST N TO T (No stamp or further address details are required) The UK has a carefully thought-out set of policies for protecting us all against Electric and Magnetic Fields (EMFs), the main component of which is exposure guidelines. Those exposure guidelines are set by independent scientific bodies and are based on decades-long studies into the effects of EMFs and ill health. After those decades of research, the weight of evidence is against there being any health risks of EMFs below the guideline limits. These policies are incorporated into the decision-making process for development consent in National Policy Statement (NPS) EN-5. It is National Grid's policy to ensure that all of its equipment comply fully with those exposure limits. Our approach is to ensure that all our equipment complies with the policies, which are set by Government on the advice of their independent advisors. The proposed overhead lines, underground cables and substation will be designed to ensure they are fully compliant with these policies and guidelines. This ensures that health concerns relating to EMFs are properly and adequately addressed.

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4.5.113	Concern that the siting of overhead lines presents a risk to light aircrafts in the area.	Our review of airfields within 4 km of the preferred corridor identified 10 General Aviation (GA) sites, one military site (Wattisham Flying Station) and the Mid and South Essex National Health Service (NHS) Broomfield Hospital which receives helicopters from a helipad on the roof of the main hospital building. We have also considered other airfields and flight activities where these have been identified through the 2022 and 2023 non-statutory consultations including for ballooning and for model flying. As well as considering feedback, National Grid's aviation advisers (an independent aviation consultancy) have directly engaged with these parties. A number of route alignment and pylon positioning changes have been made following consideration of feedback and in all but one case the assessment concludes that the airfields can continue to operate. In the remaining case of a private airstrip near Little Burstead we continue to liaise with the operator to identify an appropriate solution. Specifically in respect of Wattisham Flying Station our proposals position the alignment onto relatively lower ground (to remove the potential for interference with Instrument Landing System (ILS) radar) and adopt an alignment closer to the existing 132 kV overhead line and include replacing part of the 132 kV line south of Offton by underground cable to avoid a new overhead line corridor being introduced. We will continue to engage with relevant parties as appropriate throughout the project development process.
Heritage		
4.5.114	Concern about archaeological impacts (including impacts on sites of significance).	Through routeing and siting National Grid has sought and will continue to reduce as far as practicable potential impacts on the historic environment. We will be writing up our Historic Environment Assessment which will form part of the Environmental Impact Assessment (EIA) and will identify likely significant effects on archaeological sites. To inform this assessment, we are undertaking desk-based assessment and a suite of archaeological surveys to understand the baseline historic environment and refine the Project design further. We will continue to engage with Historic England and relevant Local Planning Authorities (LPAs) on aspects relating to heritage, including appropriate mitigation measures and techniques and to take their views into account as the Project continues to develop.
4.5.115	Concern about the negative impact on heritage buildings / listed buildings / historical site and suggest that the Project is routed away from or not located at heritage buildings / listed buildings / historical sites.	Through routeing and siting National Grid has sought to and will continue to reduce as far as practicable potential impacts on the historic environment, including listed buildings and known heritage assets. If potential impacts on the historic environment are identified, we will explore a range of mitigation measures such as careful siting of pylons and screening (both new and existing) to reduce potential impacts where practicable. This will be presented within the Historic Environment Assessment which will be written up and will form part of the Environmental Impact Assessment (EIA) for the Project. We will continue to engage with Historic England and relevant Local Planning Authorities (LPAs) on aspects relating to heritage, including appropriate mitigation measures and techniques and will take their views into account as the Project continues to develop.
4.5.116	Suggests the need for early archaeological evaluations to mitigate heritage impacts (e.g., Desk Based Assessments (DBAs),	National Grid is undertaking an Historic Environment Assessment as part of the Environmental Impact Assessment (EIA) process to identify likely significant effects on archaeological sites. To inform this assessment, we are undertaking desk-based assessment and a suite of archaeological surveys to understand the baseline historic environment and refine the Project design further. We will continue to engage with Historic England and relevant

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	invasive and non-invasive evaluations, surveys, trial trenching, Environmental Impact Assessment (EIA)) in the areas of Dedham Vale Area of Outstanding Natural Beauty (AONB), Great Horkesley, Ardleigh, Cable Sealing End (CSE) compounds and access tracks, construction compounds and pylon associated ground work areas.	Local Planning Authorities (LPAs) on aspects relating to heritage, including appropriate mitigation measures and techniques and to take their views into account as the Project continues to develop.
Mitigation		
4.5.117	Suggest mitigation measures (e.g., through planting and screening measures/ replanting / rewilding / habitats replacement).	Through the routeing and siting exercise, National Grid has sought to, and will continue to seek to maximise the use of existing landform and vegetation to screen and filter views of the Project as far as practicable as it passes through the wider landscape. Where new infrastructure is required as part of the Project and the Environmental Impact Assessment (EIA) concludes that additional mitigation would be appropriate, measures to reduce effects can include the use of underground cables in the areas of highest amenity value (e.g. the Dedham Vale Area of Outstanding Natural Beauty (AONB)), sympathetic siting of infrastructure including substations, Cable Sealing End (CSE) compounds and pylons, and where necessary a range of mitigation planting for the purpose of softening and screening. The Environment Act 2021 introduces a mandatory requirement for 10% Biodiversity Net Gain (BNG) for new Development Consent Order (DCO) developments (which is not yet in force). We have committed to deliver Net Gain of at least 10% or greater in environmental value (including BNG) on all construction projects. The Net Gain target for the Project is currently voluntary and aligned with our corporate sustainability commitment. As well as seeking to avoid and minimise impacts to nature, the Project will consider the land required for mitigation, compensation and enhancement that can deliver BNG and wider environmental benefits, which will be identified as the Project design develops. This may require delivery of offsite Biodiversity Units via habitat creation or enhancement actions in strategic areas, and we will consider all options that are available to us.
Public Rights of Way (PRoW)		
4.5.118	Concern about the negative impact on Public Rights of Way (PRoW).	Through routeing and siting, National Grid has sought to and will continue to reduce, as far as practicable, impacts and disruption to Public Rights of Way (PRoW). The iterative process of route design has identified the existing PRoW network and their wider connectivity and sought where practicable to reduce and where possible remove impacts to PRoW. If mitigation is required, measures

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		may include the temporary closure of PRoW during the construction phase, and where practicable a diversion to allow for the continued use and movement of the wider PRoW network. Effects on PRoW will be mitigated where possible, maintaining access where practicable, with closures as a last resort. We will continue to engage with relevant stakeholders on the PRoW network to enable feedback and input to be considered as the Project develops. A PRoW Management Strategy will be prepared as part of the Outline Code of Construction Practice (CoCP) and submitted with the Development Consent Order (DCO) application.
4.5.119	Concern that the Project will have a negative impact on the Essex Way (e.g., for walkers and visual impact).	Projects of this nature are required to assess the potential environmental impacts of the proposals, and report on those, and set out proposed mitigation, in an Environmental Statement (ES) in accordance with the relevant Environmental Impact Assessment (EIA) Regulations. The EIA starts early in the process and, in that respect, a considerable amount of assessment work has been undertaken to allow preliminary judgements to be made about the design and routeing of the Project. This has been set out in various publications (The Corridor and Preliminary Routeing and Siting Study (CPRSS), published as part of the 2022 non-statutory consultation, the Design Development Report, 2022 Non-Statutory Consultation Feedback Report and Strategic Options Backcheck and Review, published as part of the 2023 non-statutory consultation) with feedback helping shape the preliminary proposals. Further detailed assessment work has been undertaken since the 2023 non-statutory consultation and is published in the Preliminary Environmental Information Report (PEIR) to accompany the statutory consultation stage of the Project. Potential Impacts and disruptions to PRoW: Through routeing and siting, National Grid has sought to and will continue to reduce, as far as practicable, impacts and disruption to Public Rights of Way (PRoW) such as the Essex Way. The iterative process of route design has identified the existing PRoW network and their wider connectivity and sought where practicable to reduce and where possible remove impacts to PRoW. If mitigation is required, measures may include the temporary closure of PRoW during the construction phase, and where practicable a diversion to allow for the continued use and movement of the wider PRoW network. Effects on PRoW would be mitigated where possible, maintaining access where practicable, with closures as a last resort. We would continue to engage with the interested parties and stakeholders on the PRoW network to enable feedback and input to be considered as the Project develops. A PRoW Management Strategy will be prepared as part of the Outline Code of Construction Practice (CoCP) and submitted with the Development Consent Order (DCO) application. We will be writing up our Traffic and Transport Assessment within the Environmental Statement (ES) that will, in addition to other topic specific assessments, form part of the Environmental Impact Assessment (EIA) for the Project and identify the significance of effects for users of the affected PRoW such as the Essex Way. Potential Visual Impacts: National Grid, through the routeing and siting exercise, has sought to reduce the impact on landscape character and visual amenity. We will continue to consider both landscape character and visual amenity as the proposals develop and seek to reduce effects where practicable. We will be writing up our Landscape and Visual Impact Assessment (LVIA) that will, in addition to other topic specific assessments, form the latter part of the EIA for the Project. This will include a write-up of an assessment on both

Ref no.	Summary of matters raised	National Grid's response
		landscape character and visual amenity, including the assessment of sequential effects on views from promoted long distance trails such as the Essex Way. Where likely significant effects are anticipated the LVIA will consider and identify areas where it may be necessary and appropriate to put forward potential mitigation as part of an iterative design and assessment process.
4.5.120	Suggest mitigation measures for Public Rights of Way (PRoW).	Through routeing and siting, National Grid has sought to and will continue to reduce, as far as practicable, impacts and disruption to Public Rights of Way (PRoW). The iterative process of route design has identified the existing PRoW network and their wider connectivity and sought where practicable to reduce and where possible remove impacts to PRoW. In the event that mitigation is required, measures may include, the temporary closure of PRoW during the construction phase, and where practicable a diversion to allow for the continued use and movement of the wider PRoW network. Effects on PRoW will be mitigated where possible, maintaining access where practicable, with closures as a last resort. National Grid will continue to engage with relevant stakeholders on the PRoW network to enable feedback and input to be considered as the Project develops. A PRoW Management Strategy will be prepared as part of the Outline Code of Construction Practice (CoCP) and submitted with the Development Consent Order (DCO) application.
Request		
4.5.121	Request for further information on construction routes, haul roads, temporary tracks, construction compounds and other supporting construction components.	Construction access, egress and associated traffic routes are being considered and discussed with the appropriate local and national highways authorities. The detailed proposals will be consulted on during the 2024 statutory consultation.
4.5.122	Request that construction within proximity of Great Horkesley is carried out in the minimum possible timeframe and that no works are carried out during evenings or weekends (i.e., to minimise disruption to residents).	All construction work will be planned to reduce disturbance to the community as far as reasonably practicable and we would work within the parameters granted within the Development Consent Order (DCO).
4.5.123	Request for further clarification of the route alignment at St Mary's Church Wood in the Area of Outstanding Natural Beauty (AONB) and what alternatives	The use of a trenchless crossing technique is currently proposed to reduce effects on St Mary's Church Wood.

Ref no.	Summary of matters raised	National Grid's response
	exist to avoid impacts to this historic landscape (e.g., avoidance by re-routeing or Horizontal Directional Drilling (HDD)).	
Substation		
4.5.124	Concern about the impact of noise and light pollution from East Anglia Connection Node (EACN) substation.	Impacts during construction are being assessed in the Environmental Impact Assessment (EIA) that will be submitted within the application for development consent. The Environmental Statement (ES) will include an assessment of operational noise from the proposed East Anglia Connection Node (EACN) substation. The substation design would incorporate noise mitigation measures where necessary. Exterior and interior lighting would be provided at the site to allow for safe movement and the operation of equipment. All lighting would be designed in accordance with the appropriate design standards and expected to include the use of motion detection triggered and directional lighting to reduce the potential for effects of concern.
Tourism		
4.5.125	Concern about the impact of the Project on tourism.	National Grid has a duty under the Electricity Act 1989 to have regard to the desirability of (amongst other things) preserving natural beauty, and to do what it reasonably can to mitigate the associated effects of new infrastructure. Through routeing and siting we have sought to avoid, as far as practicable, locations important for leisure and tourism. This includes taking forward a preferred draft route alignment which included changes to reduce effects on sites important for tourism such as Bressingham Steam Museum and Gardens. We will continue to consider these locations as we develop our proposals and seek to reduce effects, by implementing measures such as, the use of underground cables in the areas of highest amenity value (Dedham Vale Area of Outstanding Natural Beauty (AONB)), and appropriately control construction related traffic movements during the construction phase to minimise disruption to local road users. Potential impacts on leisure and tourism will be presented within a Socio-economics, Recreation and Tourism assessment which is being written up and will form part of the Environmental Impact Assessment (EIA). As part of this assessment, a range of measures are being considered throughout the construction phase of the Project to minimise disruption on leisure and tourism. These include traffic management, signage and routeing measures. These will be identified within the Environmental Statement (ES), the Outline Code of Construction Practice (CoCP) and the Outline Construction Traffic Management Plan (CTMP).
Visual Impact		
4.5.126	Concern about the cumulative effect of onshore National Grid projects within this section.	National Grid is, as part of the Environmental Impact Assessment (EIA) for the Project, undertaking a cumulative effects assessment in accordance with the Planning Inspectorate's Advice Note Seventeen 'Cumulative Effects Assessment'.

Ref no.	Summary of matters raised	National Grid's response
		We will also continue to engage with developers of infrastructure projects and other National Grid project teams in the area to understand their development plans and to identify complementary design principles and parameters where available and if practicable.
4.5.127	Concern about the impact of light pollution from the Cable Sealing End (CSE) compound at Notley Enterprise Park on the Area of Outstanding Natural Beauty (AONB).	Projects of this nature are required to assess the potential environmental impacts of the proposals, and report on those, and set out proposed mitigation, in an Environmental Statement (ES) in accordance with the relevant Environmental Impact Assessment (EIA) Regulations. The EIA starts early in the process and, in that respect, a considerable amount of assessment work has been undertaken to allow preliminary judgements to be made about the design and routeing of the Project. This has been set out in various publications (The Corridor and Preliminary Routeing and Siting Study (CPRSS), published as part of the 2022 non-statutory consultation, the Design Development Report, 2022 Non-Statutory Consultation Feedback Report and Strategic Options Backcheck and Review, published as part of the 2023 non-statutory consultation) with feedback helping shape the preliminary proposals. Further detailed assessment work has been undertaken since the 2023 non-statutory consultation and is published in the Preliminary Environmental Information Report (PEIR) to accompany the statutory consultation stage of the Project. National Grid has carefully considered the feedback received during the 2023 non-statutory consultation and have assessed a number of alternatives for the location of the Cable Sealing End (CSE) compound at Notley Enterprise Park. We are proposing a change to the siting of the CSE compound to the north of Raydon Airfield, extending the underground cable length by 1.5 km. National Grid will be writing up its Landscape and Visual Impact Assessment (LVIA) that will, in addition to other topic specific assessments, form the latter part of the EIA for the Project. This will include a write-up of an assessment on both landscape character and visual amenity. Where likely significant effects are anticipated the LVIA will consider and identify areas where it may be necessary and appropriate to put forward potential mitigation as part of an iterative design and assessment process. It is currently proposed that exterior and interior lighting would be provided at the site to allow for safe movement and the operation of equipment. All lighting would be designed in accordance with the appropriate design standards.
4.5.128	Concern that the Project will be unsightly / visually intrusive (e.g. overhead lines, Cable Sealing End (CSE) compounds and substations).	The relevant National Policy Statement (NPS) is EN-5 which makes it clear that the Government considers overhead lines to be appropriate and acceptable in most instances, although it recognises that that there may be, at particularly sensitive locations, potential adverse landscape and visual impacts of an overhead line that make it inconsistent with our duties and relevant planning policy. In such cases the use of 400 kV underground cable would be adopted between carefully sited Cable Sealing End (CSE) compounds noting that such structures themselves may give rise to visual effects. The proposed East Anglia Connection Node (EACN) substation siting has also considered the potential for landscape and visual effects and whether particular sites provide greater screening or potential for screening to reduce effects. Projects of this nature are required to assess the potential environmental impacts of the proposals, and report on those, and set out proposed mitigation, in an Environmental Statement (ES) in accordance with the relevant Environmental Impact Assessment (EIA) Regulations. The EIA starts early in the process and, in that respect, a considerable amount of assessment work has been undertaken to allow preliminary judgements to be made about the design and routeing of the Project. This has been set out in various publications (The Corridor and Preliminary

Ref no.	Summary of matters raised	National Grid's response
		Routeing and Siting Study (CPRSS), published as part of the 2022 non-statutory consultation, the Design Development Report, 2022 Non-Statutory Consultation Feedback Report and Strategic Options Backcheck and Review, published as part of the 2023 non-statutory consultation) with feedback helping shape the preliminary proposals. Further detailed assessment work has been undertaken since the 2023 non-statutory consultation and is published in the Preliminary Environmental Information Report (PEIR) to accompany the statutory consultation stage of the Project. National Grid will be writing up its Landscape and Visual Impact Assessment (LVIA) that will, in addition to other topic specific assessments, form the latter part of the EIA for the Project. This will include a write-up of an assessment on both landscape character and visual amenity. Where likely significant effects are anticipated the LVIA will consider and identify areas where it may be necessary and appropriate to put forward potential mitigation such as screen planting and softening as part of an iterative design and assessment process.
4.5.129	Concern that the Project will cause a negative impact on landscape / views.	The relevant National Policy Statement (NPS) is EN-5 which makes it clear that the Government considers overhead lines to be appropriate and acceptable in most instances, although it recognises that that there may be, at particularly sensitive locations, potential adverse landscape and visual impacts of an overhead line that make it inconsistent with our duties and relevant planning policy. National Grid through the routeing and siting exercise has sought to reduce the impact on landscape character and visual amenity. We will continue to consider both landscape character and amenity value as we develop our proposals and seek to reduce effects. Measures to reduce such effects have included the use of underground cables in the areas of highest amenity value such as the Dedham Vale Area of Outstanding Natural Beauty (AONB) and its setting and careful consideration of siting of infrastructure and pylons. Projects of this nature are required to assess the potential environmental impacts of the proposals, and report on those, and set out proposed mitigation, in an Environmental Statement (ES) in accordance with the relevant Environmental Impact Assessment (EIA) Regulations. The EIA starts early in the process and, in that respect, a considerable amount of assessment work has been undertaken to allow preliminary judgements to be made about the design and routeing of the Project. This has been set out in various publications (The Corridor and Preliminary Routeing and Siting Study (CPRSS), published as part of the 2022 non-statutory consultation, the Design Development Report, 2022 Non-Statutory Consultation Feedback Report and Strategic Options Backcheck and Review, published as part of the 2023 non-statutory consultation) with feedback helping shape the preliminary proposals. Further detailed assessment work has been undertaken since the 2023 non-statutory consultation and is published in the Preliminary Environmental Information Report (PEIR) to accompany the statutory consultation stage of the Project. National Grid will be writing up its Landscape and Visual Impact Assessment (LVIA) that will, in addition to other topic specific assessments, form the latter part of the EIA for the Project. This will include a write-up of an assessment on both landscape character and visual amenity. Where likely significant effects are anticipated the LVIA will consider and identify areas where it may be necessary and appropriate to put forward potential mitigation such as screen planting and softening as part of an iterative design and assessment process.

Ref no.	Summary of matters raised	National Grid's response
Wildlife / Ecology Impact		
4.5.130	Concern about the impact of the Project (including overhead lines) on birds.	Birds are being assessed in the biodiversity assessment which will form part of the Environmental Impact Assessment (EIA) following extensive desk study and field work. A bespoke survey scope specifically to assess collision risk with overhead lines has been agreed with Natural England targeting wintering / passage birds. Surveys commenced in September 2022 with the assessment to be included within the EIA. Should adverse impact be identified, they will be minimised as far as possible, where practicable. It is anticipated that a range of habitats within the land required for the construction of the Project would provide suitable habitat to support breeding birds and particularly those associated with farmland habitat. A survey scope for breeding birds is currently being discussed with Natural England ahead of the 2024 breeding season to identify key areas and potential impact pathways. Any trees to be impacted will also be surveyed to determine their suitability to support barn owl. Following the completion of survey work, the subsequent assessment will be included within the EIA. The Biodiversity Net Gain (BNG) strategy will take into account protected/notable species such as those species mentioned. It is noted that birds are a mobile species, and it is likely that active nests may be encountered during the construction phase. Precautionary working methods for breeding birds will be included within the Outline Code of Construction Practice (CoCP) that will accompany the Development Consent Order (DCO) application.
4.5.131	Concern about the impact of overhead lines on birds flying.	Birds are being assessed in the biodiversity assessment which will form part of the Environmental Impact Assessment (EIA). A bespoke survey scope specifically to assess collision risk with overhead lines has been agreed with Natural England targeting wintering / passage birds. Surveys commenced in September 2022 with the assessment to be included within the EIA. Should adverse impact be identified, they will be minimised as far as possible, where practicable.
4.5.132	Concern over the impact of the Project on otters at Bobbitts Hall (frequently following the Streams and watercourses from the River Stour).	Detailed otter surveys are currently underway and will continue into 2024. The presence of otters will be considered as part of the route design and, where practicable, will seek to reduce potential impacts on areas of high value for otters, through avoidance or mitigation. The Environmental Impact Assessment (EIA) for the Project will assess the effects on otters and where necessary will detail mitigation requirements.
4.5.133	Concern that birds of prey will be impacted by the Project (e.g. overhead line frequencies / disturbance).	Birds of prey are being considered through desk study and survey work, with a subsequent assessment to be included within the Environmental Impact Assessment (EIA). Bespoke surveys to identify trees with the potential to support barn owl are and will continue to be undertaken in 2023/2024 in combination with a suite of breeding, wintering and passage bird surveys. All bird survey scopes either have been agreed or are currently in discussion with Natural England. The Biodiversity Net Gain (BNG) strategy will take into account protected/notable species of birds of prey providing additional habitat for prey species to increase food resource. It is also well documented that certain species, notably Peregrine, Hobby, Kestrel and Tawny Owl utilise pylons as artificial nesting opportunities.

Ref no.	Summary of matters raised	National Grid's response
4.5.134	Concern that the Project will have a negative impact on bees / Bees will be unable to navigate under high voltage overhead lines.	Bees can be affected if the hive is under (or very close to) a power line and the hive becomes charged. This can be eliminated by screening or earthing the hive. Other than that effect, there does not seem to be evidence of Electric and Magnetic Fields (EMFs) or overhead lines adversely affecting bees. In the United States of America, the strip of land along power lines, have been shown to be particularly attractive to bees. Additionally, National Grid has worked with the British Beekeeping Association to establish hives around our sites, including high voltage substations, which have thrived. Embedded design measures will avoid any potential effects.
4.5.135	Concern that the Project will result in a negative impact on flora / plants / woodlands / hedgerows.	Through routeing and siting National Grid has sought to and will continue to reduce as far as practicable potential impacts on biodiversity including priority grassland, wetland, woodland, and hedgerow habitats. The process of route design takes account of existing biodiversity, the natural environment and, where practicable, seeks to reduce potential impacts on areas of ecological sensitivity, through avoidance or mitigation. The Environmental Impact Assessment (EIA) for the Project will assess the effects on important ecological receptors (which includes grasslands, wetlands, woodlands and hedgerows). As part of the EIA process for the Project, a suite of ecological surveys has been and will continue to be undertaken. The findings of which will inform the design and approach to mitigation. We will continue to engage with Natural England and Local Planning Authorities (LPAs) on aspects relating to biodiversity and the natural environment, including appropriate mitigation measures and techniques, and to take their views into account as the Project continues to develop. The Environment Act 2021 introduces a mandatory requirement for 10% Biodiversity Net Gain (BNG) for new Development Consent Order (DCO) developments (which is not yet in force). We have committed to deliver Net Gain of at least 10% or greater in environmental value (including BNG) on all construction projects. The Net Gain target for the Project is currently voluntary and aligned with our corporate sustainability commitment. As well as seeking to avoid and minimise impacts to nature, the Project will consider the land required for mitigation, compensation and enhancement that can deliver BNG and wider environmental benefits, which will be identified as the Project design develops. This may require delivery of offsite Biodiversity Units via habitat creation or enhancement actions in strategic areas, and we will consider all options that are available to us.
4.5.136	Concern that the Project will result in a negative impact on protected species (also use specific code if species is provided).	Through routeing and siting National Grid has sought and will continue to reduce as far as practicable potential impacts on biodiversity including protected species. The process of routeing takes account of existing biodiversity, the natural environment and, where practicable, seeks to reduce potential impacts on areas of ecological sensitivity including protected species and their associated habitats, through avoidance or mitigation. A comprehensive survey effort for a range of protected species is currently underway with surveys proposed to continue throughout 2024. The Environmental Impact Assessment (EIA) for the Project will assess the effects on protected species based on this baseline information and where/if required appropriate mitigation measures will be detailed. We will continue to engage with Natural England and Local Planning Authorities (LPAs) on aspects relating to biodiversity and the natural environment, including appropriate mitigation measures and techniques for protected species and to take their views into account as the Project continues to develop. Where/if necessary, we will seek to

Ref no.	Summary of matters raised	National Grid's response
		obtain letters of no impediment from Natural England by producing draft protected licences in advance of Development Consent Order (DCO) examination, which will ensure legal compliance and best practice guidance are adhered to and ensure that Natural England agree with our mitigation approach.
4.5.137	Concern that the Project will result in a negative impact on river ecology.	Through routeing and siting National Grid has sought and will continue to reduce as far as practicable potential impacts on biodiversity including river ecology. The process of routeing takes account of existing biodiversity, the natural environment and, where practicable, seeks to reduce potential impacts on areas of ecological sensitivity such as river corridor habitats and any associated protected species, through avoidance or mitigation. As part of the Environmental Impact Assessment (EIA) process for the Project, a suite of ecological surveys has been and will continue to be undertaken throughout 2024 including along river corridors. The EIA for the Project will assess the effects on biodiversity and where required appropriate mitigation measures. We will continue to engage with Natural England, the Environment Agency and Local Planning Authorities (LPAs) on aspects relating to river ecology, including appropriate mitigation measures and techniques and to take their views into account as the Project continues to develop. The Environment Act 2021 introduces a mandatory requirement for 10% Biodiversity Net Gain (BNG) for new Development Consent Order (DCO) developments (which is not yet in force). We have committed to deliver Net Gain of at least 10% or greater in environmental value (including BNG) on all construction projects including for river ecology. The Net Gain target for the Project is currently voluntary and aligned with our corporate sustainability commitment. As well as seeking to avoid and minimise our impacts to nature, the Project will consider the land required for watercourse mitigation, compensation and enhancement that can deliver BNG and wider environmental benefits, which will be identified as the Project design develops. This may require delivery of offsite Biodiversity Units via habitat creation or enhancement actions in strategic areas, and we will consider all options that are available to us.
4.5.138	Concern that the Project will result in a negative impact on wildlife / habitats.	Through routeing and siting, National Grid has sought and will continue to reduce as far as practicable potential impacts on biodiversity. The process of route design takes account of existing biodiversity, the natural environment and, where practicable, seeks to reduce potential impacts on areas of ecological sensitivity, through avoidance or mitigation. The Environmental Impact Assessment (EIA) for the Project will assess the impact and subsequent effects on biodiversity and if necessary, the mitigation requirements, such as habitat creation. We will continue to engage with Natural England on aspects relating to biodiversity and the natural environment, including appropriate mitigation measures and techniques, to take their views into account as the Project continues to develop. The Environment Act 2021 introduces a mandatory requirement for 10% Biodiversity Net Gain (BNG) for new Development Consent Order (DCO) developments (which is not yet in force). National Grid has committed to deliver Net Gain of at least 10% or greater in environmental value (including BNG) on all construction projects. The Net Gain target for the Project is currently voluntary and aligned with our corporate sustainability commitment. As well as seeking to avoid and minimise our impacts to nature, the Project will consider the land required for mitigation, compensation and enhancement that can deliver BNG and wider environmental benefits, which will be

Ref no.	Summary of matters raised	National Grid's response
		identified as the Project design develops. This may require delivery of offsite Biodiversity Units via habitat creation or enhancement actions in strategic areas, and we will consider all options that are available to us.
4.5.139	Suggest ecological enhancements as part of the Project.	The Environment Act 2021 introduces a mandatory requirement for 10% Biodiversity Net Gain (BNG) for new Development Consent Order (DCO) developments (which is not yet in force). National Grid has committed to deliver Net Gain of at least 10% or greater in environmental value (including BNG) on all construction projects. The Net Gain target for the Project is currently voluntary and aligned with our corporate sustainability commitment. As well as seeking to avoid and minimise our impacts to nature, the Project will consider the land required for mitigation, compensation and enhancement that can deliver BNG and wider environmental benefits, which will be identified as the Project design develops. This may require delivery of offsite Biodiversity Units via habitat creation or enhancement actions in strategic areas, and we will consider all options that are available.
4.5.140	Suggest that a detailed assessment of the value of hedgerows for bats and a detailed mitigation and compensation strategy which delivers an enhancement for bats is provided for the Area of Outstanding Natural Beauty (AONB).	Bats are being assessed in the biodiversity assessment as part of the Environmental Impact Assessment (EIA) and have been identified as an important ecological feature. Detailed bat activity surveys are underway and will continue into 2024 to identify key foraging and commuting routes for bats. Habitat (including hedgerows) found to support a wide range of bat species (including barbastelle (*Barbastella barbastellus*)) will be avoided where practicable within detailed routeing and where impact is unavoidable appropriate mitigation will be implemented.
4.5.141	Suggest that clarity is provided that no parcels of impacted woodland contain high status roosts, such as maternity roosts, for rare bat species such as barbastelle.	Detailed bat tree roosting surveys across the route are currently underway including ground level tree assessments, aerial inspections and emergence/re-entry survey. For larger areas of woodland, radio tracking surveys will also be undertaken in 2024. These surveys in combination, will provide a detailed baseline for bat roosts in the area including identifying any high status bat roosts.
4.5.142	Suggest that detail is provided the bat species present within the Area of Outstanding Natural Beauty (AONB) and parcels of woodland to the east of St Mary's Church, Langham, and where the route crosses the Black Brook, south of Langham.	Bats are being assessed in the biodiversity assessment as part of the Environmental Impact Assessment (EIA) and have been identified as an important ecological feature. Detailed bat activity surveys are underway and will continue into 2024 to identify key foraging and commuting routes for bats including around St Mary's Church, Langham and the crossing of black brook. Habitat (including hedgerows) found to support a wide range of bat species (including barbastelle (*Barbastella barbastellus*)) will be avoided where practicable within detailed routeing and where impact is unavoidable appropriate mitigation will be implemented.
4.5.143	Suggest that detailed proposals are provided for monitoring hazel dormice in	Following the completion of the dormouse surveys in 2024, an Environmental Impact Assessment (EIA) will be written up with dormouse as an important ecological feature. Any necessary mitigation will be outlined within the report, and which will include any requirement for licensing. The request for during and post construction dormouse

Ref no.	Summary of matters raised	National Grid's response
	the Area of Outstanding Natural Beauty (AONB) to be provided (i.e. not only to establish baseline data, but during and post-construction to ensure that the Project delivers a proven positive outcome for hazel dormice and contributes to wider data resources and the research needed to aid the recovery of the species).	monitoring within the Area of Outstanding Natural Beauty (AONB), will be considered but will be dependent on the level of impact anticipated and the requirement under the associated Natural England licence.
4.5.144	Suggest that it is ensured that hedgerows which connect parcels of woodland to the east of St Mary's Church, Langham, and where the route crosses the Black Brook, south of Langham to the wider habitat network for bats are well surveyed is especially important where rare bats, such as barbastelle are concerned.	Bats are being assessed in the biodiversity assessment as part of the Environmental Impact Assessment (EIA) and have been identified as an important ecological feature. Detailed bat activity surveys are underway and will continue into 2024 to identify key foraging and commuting routes for bats including around St Mary's Church, Langham and the crossing of black brook. Habitat (including hedgerows) found to support a wide range of bat species (including barbastelle (*Barbastella barbastellus*)) will be avoided where practicable within detailed routeing and where impact is unavoidable appropriate mitigation will be implemented.
4.5.145	Suggest that the substation siting constraints need to include non-statutory designated sites (e.g., Country Wildlife Sites (CWS) in order to avoid significant ecological impacts as this could trigger the need to deliver compensatory habitat).	Non-statutory designated sites are considered within the routeing process and are a consideration with the substation siting. Avoidance of impact on these locally designated sites is a key consideration, but where impact is unavoidable appropriate mitigation measures will be implemented.

Section E: Braintree Feedback

Figure 4.14- Braintree section map

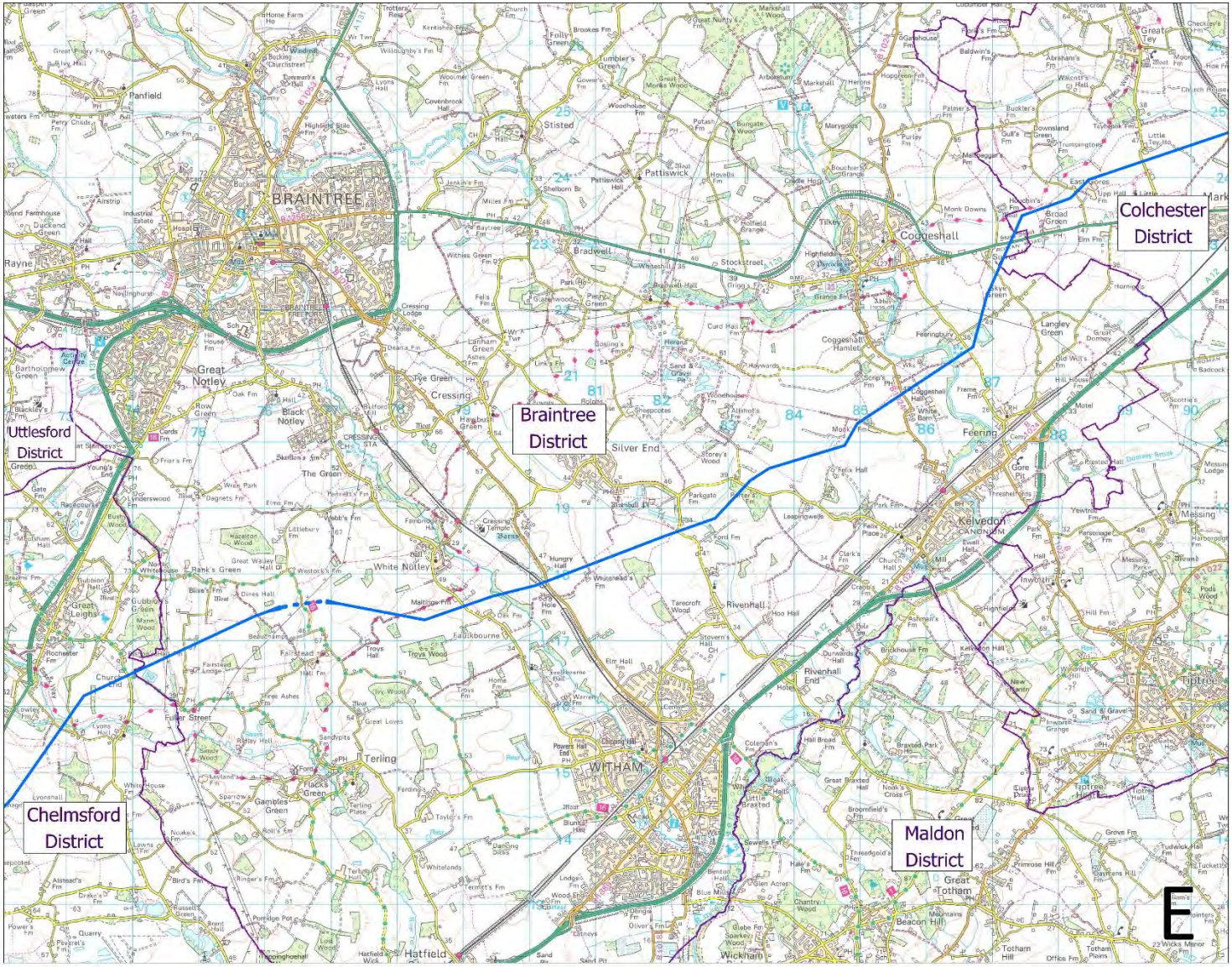


Table 4.6- Summary of consultee comments on **Section E: Braintree** and National Grid's response

Ref no.	Summary of matters raised	National Grid's response
Airfields		
4.6.1	Concern about the impact of the Project on Barnards Farm Airstrip / West Horndon Airfield / Suggestion that the Project is routed away from West Horndon Airfield.	National Grid has appointed an independent aviation consultancy which has engaged with (with National Grid also present) Barnards Farm airstrip locate in West Horndon. Following discussion and further assessment, it has been determined, with the Project as currently proposed, that the airfield can continue to operate. We will continue to engage with nearby airfields as appropriate throughout the project development process.
4.6.2	Concern about the impact of the Project on Earls Colne Airfield / Suggestion that the Project is routed away from Earls Colne Airfield.	National Grid has appointed an independent aviation consultancy. Following further assessment it has been determined that Earls Colne Airfield sits outside our assessment area for the Project and can continue to operate based on the proposed Project design. We will continue to engage with nearby airfields as appropriate throughout the project development process.
Community / Social Impact		
4.6.3	Concern about the impact of the Project on children / families / residents / communities.	National Grid recognises people may have concerns about the potential impacts of living close to an overhead line, and that the uncertainty whilst the proposals are developed may cause anxiety. We have sought to reduce potential effects on communities, residents – including children - through routeing and design. We have also sought to reduce concern or uncertainty about the proposals through making timely design decisions and engaging with people and stakeholders throughout the development of the Project. The Project team will continue to engage with people potentially affected during the development of the Project, through regular communication including letters, phone calls and meetings. This will enable concerns to be raised and discussed at an early opportunity and provide a regular point of contact to respond to queries and concerns. We urge anyone with concerns to get in touch through the Norwich to Tilbury Freephone number, address or email throughout the development of the Project: • **Call our Community Helpline:** 0800 915 2497 (Lines are open Monday to Friday 9am-5:30pm) • **Email us:** contact@n-t.nationalgrid.com • **Write to us:** FREEPOST N TO T (No stamp or further address details are required) National Grid wants to leave a lasting positive impact where we build our projects, to help those areas and communities thrive and to support a sustainable future. Our Responsible Business Charter sets out our commitments and ensures that responsibility is woven through everything we do. It focusses on five key areas where we believe we can really make a difference: the environment, our communities, our people, the economy, and our governance. In addition, the Government recently ran a consultation seeking views on how community benefits should be delivered for communities that host onshore electricity transmission infrastructure. We will continue to work with the

Ref no.	Summary of matters raised	National Grid's response
		Government and regulator as they define the details of these schemes emerging from the consultation and once published, will work to understand what this means for our projects.
4.6.4	Concern about the over development of the area (e.g., cumulative impact).	With regards to multiple developments impacting specific areas and / or receptors, planning applications for each development would be considered on their own merit by the relevant determining authorities. Any such application would be considered in accordance with planning policy and considerations, such as scale, suitability, and need. Where there is certainty of a development (such as a new residential development, an offshore wind farm and its associated onshore equipment etc) being constructed, and there is adequate information in the public domain to understand the impacts of that development on the receiving environment, these will be considered within the cumulative effects assessment of the Project. The cumulative effects assessment will follow the Planning Inspectorate's Advice Note 17 'Cumulative Effects Assessment' and will be presented in the Environmental Statement (ES). National Grid will continue to engage with other developers who are proposing development in proximity of the Project to understand their requirements.
Construction Impacts		
4.6.5	Concern about disruption from construction.	National Grid is undertaking an Environmental Impact Assessment (EIA) for the Project. The results of this assessment will be provided in the Environmental Statement (ES) that will accompany the Development Consent Order (DCO) application. The ES will identify and assess the likely significant effects on the environment resulting from the construction of the Project and will recommend appropriate mitigation measures (in consultation with relevant stakeholders) to reduce potential effects. Should consent be granted in 2026, it is anticipated that access and construction of the Project would commence in 2027, starting with enabling workings including site clearance activities, the installation of construction compounds and access roads. It is expected the main construction works will continue through to 2031. While the phasing of the construction programme is yet to be confirmed, it will be programmed and sequenced to reduce disruption to the local surroundings and the environment, residents, businesses and roads users as far as practicable. Further information will be presented in the ES. An Outline Code of Construction Practice (CoCP) and an Outline Construction Traffic Management Plan (CTMP) will be prepared and submitted with the DCO application. These documents will provide commitments to reduce construction impacts together with a framework for detailed management plans to be prepared at detailed design stage in order to reduce and mitigate potential impacts and / or disruptions that may arise during the construction phase.
4.6.6	Concern about noise and other disturbances resulting from construction (e.g., mud on roads, dust).	National Grid is undertaking an Environmental Impact Assessment (EIA) for the Project. The results of this assessment, which covers noise and other potential effects such as air quality, will be provided in the Environmental Statement (ES) that will accompany the Development Consent Order (DCO) application. The ES will identify and assess the likely significant effects on the environment resulting from the construction of the Project and will recommend appropriate mitigation measures (in consultation with relevant stakeholders) to reduce potential effects.

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		We will be writing up our noise and vibration assessment that will form part of the EIA. Noise levels and the effect on residential properties as well as other sensitive areas, such as hospitals and schools are carefully considered during Project development, assessed according to the appropriate UK standards, and mitigated where necessary. We set strict technical standards for the equipment we install on our network. These standards include requirements to ensure the occurrence of audible noise is eliminated or minimised as far as practicable. Therefore, with appropriate mitigation, significant adverse effects from noise are not expected. As part of the DCO application, an Outline Code of Construction Practice (CoCP) and Outline Construction Traffic Management Plan (CTMP) will be submitted which will outline the good practice and standard control measures to reduce and mitigate potential impacts and / or disruptions that may arise during the construction phase. Many of the control measures will be based on the results from a Dust Risk Assessment (undertaken in accordance with Institute of Air Quality Management (IAQM) guidance) and will likely include wheel washing of vehicles and the correct and tidy management of works areas to reduce, as far as practicable, dust and mud entering the local road network in the form of 'track-out'.
Consultation		
4.6.7	Comment supportive of the Project (generally).	National Grid notes the respondent's feedback.
Design Change		
4.6.8	Suggest that (additional) underground cables should be used in this section.	National Grid has carefully considered the feedback received during the 2022 and 2023 non-statutory consultations, the alternatives available, and other factors including our duties and obligations. These duties include balancing the need to be economic and efficient, which includes keeping costs down in the interests of the bill-paying consumers, with a duty to have regard to preserving amenity, which includes the natural environment, cultural heritage, landscape and visual quality. National Policy Statement (NPS) EN-5 makes clear that *'the Government's position that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or Areas of Outstanding Natural Beauty (AONB))'.* The NPS also confirms that widespread and significant adverse landscape and/or visual impacts in other locations may also justify the use of undergrounding. We may also adopt underground cables in other circumstances such as to cross existing 400 kV overhead line infrastructure. After consideration of feedback on the 2023 non-statutory consultation and informed by additional study, we are now proposing to increase the extent of underground cabling by approximately 1.5 km to a total of approximately 20 km of underground cable at areas that are identified as of highest landscape value for example within the Dedham Vale AONB and within the vicinity of the AONB near Great Horkesley. Elsewhere along the 2024 preferred draft alignment, with the exception of the alignment near Diss, the higher cost of underground cables to bill-paying consumers, and the environmental implications of installing and maintaining them, are not considered to be justifiable in the context of national policy or National Grid's statutory duties. At Diss there remains an option to use underground cable but this is subject to consideration of the findings of ongoing investigations. Nevertheless, an Environmental Impact Assessment (EIA) will assess the impact of the Project and will identify any need for additional mitigation.

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4.6.9	Suggest that the existing overhead lines in this section are reinforced / upgraded instead.	The existing transmission network in the region was upgraded during 2022 and 2023 to ensure the system is running at its most efficient performance. The existing assets / networks are not able to be upgraded sufficiently to cope with the new future demands expected on the network. As a result, new lines and substations will be required to accommodate the changing demands on the network.
4.6.10	Suggest that the route for the Project should be revised so that it does not dissect woodland, field hedgerows and Protected Lanes with ancient hedgerows through Fairstead and Great Leighs.	National Grid has routed and sited the 2023 preferred draft alignment in accordance with the Holford Rules. Whilst we do try to avoid woodlands and hedgerows this is not always possible without having to increase the length of the overhead line and increase the number of angle pylons, which would be less consistent with the Holford Rules. For these reasons we are not currently proposing a change to the 2023 preferred draft alignment in this location, however we will continue to make changes to the 2024 preferred draft alignment as we receive further feedback and as the Project develops. We are also undertaking an Environmental Impact Assessment (EIA) to assess the potential impact of the Project, and this will identify any need for additional mitigation.
4.6.11	Suggest that underground cables are used for the entire Project.	National Grid has carefully considered the feedback received during consultation, the alternatives available, and other factors including our duties and obligations. These duties include balancing the need under The Electricity Act 1989 to be economic and efficient, which includes keeping costs down in the interests of the bill-paying consumers, with a duty to have regard to preserving amenity, which includes the natural environment, cultural heritage, landscape and visual quality. The National Policy Statement (NPS) EN-5 makes clear that *'the Government's position that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or Areas of Outstanding Natural Beauty)'.* The NPS also confirms that widespread and significant adverse landscape and/or visual impacts in other locations may also justify the use of undergrounding. We may also adopt underground cables in other circumstances such as to cross existing 400 kV overhead line infrastructure. Therefore, whilst undergrounding the whole route is not considered appropriate, National Grid's proposals do include underground cable within the Dedham Vale Area of Outstanding Natural Beauty (AONB) in accordance with NPS EN-5. Prior to our 2023 non-statutory consultation we identified the need to extend the underground cable beyond the AONB boundary because of potential effects, we have further extended this section of underground cable following consideration of feedback on our 2023 non-statutory consultation and additional investigation into potential effects. We also identified an approximately 4 km section near Great Horkesley as meeting the particularly sensitive criteria where underground cable is also proposed and following consideration of feedback to the 2023 non-statutory consultation, we are reviewing the potential to utilise around 2 km of underground cable near Diss though this is subject to review of the findings of ground investigations and further studies. Additionally, underground cable is proposed at Fairstead for a 400 kV overhead line crossing and for around 5 km for the crossing of the Lower Thames Crossing (LTC) proposals and line entry to Tilbury Substation.
4.6.12	Suggest that underground cables are used for the Project at Coggeshall / Kelvedon (pylons TB078-TB098).	National Grid has carefully considered the feedback received during the 2023 non-statutory consultation, the alternatives available, and other factors including our duties and obligations. These duties include balancing the need to be economic, efficient, and keep costs down in the interests of the bill-paying consumers, balanced against a duty to have regard to preserving amenity, the natural environment, cultural heritage, landscape, and visual quality.

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		National Policy Statement (NPS) EN-5 makes clear that *'the Government's position that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e., National Parks, The Broads, or Areas of Outstanding Natural Beauty)'.* The NPS also confirms that widespread and significant adverse landscape and/or visual impacts in other locations may also justify the use of undergrounding. We may also adopt underground cables in other circumstances such as to cross existing 400 kV overhead line infrastructure. No such designations or crossing locations have been identified in this section which is therefore proposed as an overhead line at this stage. We are undertaking an Environmental Impact Assessment (EIA) to assess the potential impact of the Project, and this will identify any need for additional mitigation.
4.6.13	Suggest that underground cables are used for the Project at Great Leigh to Great and Little Waltham (pylons TB120-TB140).	National Grid has carefully considered the feedback received during the 2023 non-statutory consultation, the alternatives available, and other factors including our duties and obligations. These duties include balancing the need to be economic, efficient, and keep costs down in the interests of the bill-paying consumers, balanced against a duty to have regard to preserving amenity, the natural environment, cultural heritage, landscape, and visual quality. National Policy Statement (NPS) EN-5 makes clear that *'the Government's position that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e., National Parks, The Broads, or Areas of Outstanding Natural Beauty)'.* The NPS also confirms that widespread and significant adverse landscape and/or visual impacts in other locations may also justify the use of undergrounding. We may also adopt underground cables in other circumstances such as to cross existing 400 kV overhead line infrastructure. No such designations or crossing locations have been identified in this section which is therefore proposed as an overhead line at this stage. We are undertaking an Environmental Impact Assessment (EIA) to assess the potential impact of the Project, and this will identify any need for additional mitigation.
4.6.14	Suggest to re-route the Project to follow the 400 kV line to the east, as close as possible, from Fairstead to the A12.	Whilst there could be potential benefits from infrastructure being concentrated geographically, i.e., by routeing the Project in close proximity to existing road infrastructure. However, there are constraints and features that mean National Grid do not consider close paralleling to the A12 as proposed (and presumably onwards past the east of Chelmsford) will reduce environmental effects or improve compliance with the Holford Rules or be more consistent with the policy requirement to be economic and efficient. Several residential properties, as well as hamlets, villages and towns, are present in close proximity to the existing transport infrastructure necessitating multiple diversions of an overhead line. There are also some locations where the combination of existing physical and environmental features (railway and road infrastructure, commercial and residential property, woodlands and orchards) present very substantial challenges to routeing and siting. As a result, whilst close paralleling of transport infrastructure may appear beneficial in some short sections, overall, the increased environmental effects from multiple changes of direction are considered greater and less compliant with the Holford Rules than those that are associated with a new route alignment. We are undertaking an Environmental Impact Assessment (EIA) to assess the potential impact of the Project, and this will identify any need for additional mitigation.
4.6.15	Suggestion that the Project is routed away from / the Project	Further assessment and technical appraisal have been undertaken following feedback received from the 2023 non-statutory consultation which has resulted in several changes to the current draft alignment. Further details on these

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	should not be located at a specific location.	changes can be found in the Design Development Report, published as part of the 2024 statutory consultation. Further changes to the draft alignment will be considered as the Project develops.
4.6.16	Suggestion that the Project is routed away from / the Project should not be located at Coggeshall.	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Coggeshall. In the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the draft alignment. Guidelines on overhead line routeing are known as the *'Holford Rules'* which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Chapter 1 of this report.
4.6.17	Suggestion that the Project is routed away from / the Project should not be located at Fairstead.	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Fairstead, further information regarding changes proposed in this area can be seen in the Design Development Report published as part of the 2024 statutory consultation. In the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the draft alignment. Guidelines on overhead line routeing are known as the *'Holford Rules'* which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Chapter 1 of this report.
4.6.18	Suggestion that the Project is routed away from / the Project should not be located at Great Leighs.	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Great Leighs. In the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the draft alignment. Guidelines on overhead line routeing are known as the *'Holford Rules'* which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Chapter 1 of this report.
4.6.19	Suggestion that the Project is routed away from / the Project should not be located at Kelvedon.	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Kelvedon. In the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the draft alignment. Guidelines on overhead line routeing are known as the *'Holford Rules'* which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Chapter 1 of this report.
4.6.20	Suggestion that the Project is routed away from / the Project should not be located at Skye Green.	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Skye Green. In the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the draft alignment. Guidelines on overhead line routeing are known as the *'Holford Rules'* which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Chapter 1 of this report.
4.6.21	Suggests undergrounding in Fairstead be extended to TB125.	National Grid has carefully considered the feedback received during the 2023 non-statutory consultation, the alternatives available, and other factors including our duties and obligations. These duties include balancing the need

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		to be economic, efficient, and keep costs down in the interests of the bill-paying consumers, balanced against a duty to have regard to preserving amenity, the natural environment, cultural heritage, landscape, and visual quality. National Policy Statement (NPS) EN-5 makes clear that *'the Government's position that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e., National Parks, The Broads, or Areas of Outstanding Natural Beauty (AONB))'.* The NPS also confirms that widespread and significant adverse landscape and/or visual impacts in other locations may also justify the use of undergrounding. We may also adopt underground cables in other circumstances such as to cross existing 400 kV overhead line infrastructure. National Grid expects to utilise a short section of underground cable at Fairstead to cross under the existing 400 kV overhead line. No other designations or crossing locations have been identified in this section which is therefore proposed as an overhead line at this stage. We are undertaking an Environmental Impact Assessment (EIA) to assess the potential impact of the Project, and this will identify any need for additional mitigation.
4.6.22	Suggests use of trenchless crossing techniques to further reduce potential effects on woodland and the willow plantation in Braintree.	A change to the 2023 preferred draft alignment means that the positioning of the 2024 preferred draft alignment now avoids the crossing of underground cable under this willow plantation superseding this request. Details of the new proposals will be published as part of the 2024 statutory consultation.
Economic / Employment Impact		
4.6.23	Concern about the negative impact on businesses in the area.	Through the routeing and siting exercise National Grid has sought and will continue to reduce as far as practicable impacts to businesses. To reduce potential impacts, we are identifying businesses and enterprises and their primary function, and also those that are likely to generate tourism such as private gardens and parks. These have been and will continue to be considered during the iterative design process. Impacts on local businesses will be presented within a Socio-economics, Recreation and Tourism assessment which is being undertaken and will be written up to form part of the Environmental Impact Assessment (EIA). As part of this assessment, a range of measures will be considered throughout the construction phase of the Project to minimise disruption to businesses and their users. These measures will be identified within the Environmental Statement (ES) that will accompany the Development Consent Order (DCO) application.
Environmental Impact		
4.6.24	Concern about the impact of the Project on protected lanes in this area.	Projects of this nature are required to assess the potential environmental impacts of the proposals, and report on those, and set out proposed mitigation, in an Environmental Statement (ES) in accordance with the relevant Environmental Impact Assessment (EIA) Regulations. The EIA starts early in the process and, in that respect, a considerable amount of assessment work has been undertaken to allow preliminary judgements to be made about the design and routeing of the Project. This has been set out in various publications (The Corridor and Preliminary Routeing and Siting Study (CPRSS), published as part of the 2022 non-statutory consultation, the Design Development Report, 2022 Non-Statutory Consultation Feedback Report and Strategic Options Backcheck and

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		Review, published as part of the 2023 non-statutory consultation) with feedback helping shape the preliminary proposals. Further detailed assessment work has been undertaken since the 2023 non-statutory consultation and is published in the Preliminary Environmental Information Report (PEIR) to accompany the statutory consultation stage of the Project. National Grid will be writing up its Historic Environment Assessment and Landscape and Visual Impact Assessment (LVIA) that will, in addition to other topic specific assessments, form the latter part of the EIA for the Project. The Historic Environment Assessment will consider historic routeways including designated Protected Lanes and other historic routes identified through historic mapping or through Historic Environment Records. The LVIA will consider impacts on landscape character and visual amenity. The assessment of effects on landscape character will include consideration of effects on Protected Lanes. Where likely significant effects are anticipated the LVIA will consider and identify areas where it may be necessary and appropriate to put forward potential mitigation as part of an iterative design and assessment process.
4.6.25	Concern that the Project will impact designated sites (e.g., Sites of Special Scientific Interest (SSSI), Ancient Woodland and a Royal Society for the Protection of Birds (RSPB) reserve).	Through routeing and siting, National Grid has sought and will continue to reduce as far as practicable impacts on biodiversity and in particular features of high ecological value, such as Sites of Special Scientific Interest (SSSI), Special Protection Areas (SPAs), Ramsar sites and Ancient Woodland. The process of route design takes account of existing biodiversity, the natural environment and, where practicable, seeks to reduce potential impacts on areas of ecological sensitivity, through avoidance or mitigation. The Environmental Impact Assessment (EIA) for the Project will assess the effects on biodiversity (which includes receptors such as SSSIs, SPAs, Ramsar sites and Ancient Woodland) and where necessary will detail mitigation requirements. The assessment methodology has been discussed and agreed with Natural England and the assessment will be presented in the Environmental Statement (ES) or Habitats Regulations Assessment (HRA) depending on potential impact pathways. We will continue to engage with Natural England, the Royal Society for the Protection of Birds (RSPB) and other relevant stakeholders on aspects relating to biodiversity and the natural environment, including appropriate mitigation measures and techniques, and will take their views into account as the Project continues to develop.
4.6.26	Concern that the Project will result in a negative impact on the environment generally (no details given).	Through routeing and siting, National Grid has sought and will continue to reduce as far as practicable impacts on the environment. National Grid is undertaking an Environmental Impact Assessment (EIA) for the Project. The results of this assessment will be provided in the Environmental Statement (ES) that will accompany the Development Consent Order (DCO) application. The ES will identify and assess the likely significant effects on the environment resulting from the construction and operation (and maintenance) of the Project and will recommend appropriate mitigation measures to reduce potential effects. The scope of the EIA is included in the Scoping Report which was submitted to the Planning Inspectorate in November 2022. We will continue to engage with a range of stakeholders (including Statutory Environmental Bodies (SEBs) and relevant Local Planning Authorities (LPAs)) throughout the development of the Project design and environmental assessment work.
4.6.27	Suggest that areas other than the Area of Outstanding	National Policy Statement (NPS) EN-5 states that the Government considers overhead lines to be appropriate and acceptable in most instances, although it recognises that that there may be, at particularly sensitive locations,

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	Natural Beauty (AONB) should be protected / Criticism that only the AONB has been considered.	potential adverse landscape and visual impacts of overhead line infrastructure that make it inconsistent with our duties and relevant planning policy. The Area of Outstanding Natural Beauty (AONB) designation in this section is one such location where there is a presumption that underground cable technology is adopted with the extent of underground cabling extending beyond the boundary in response to the potential for the Project to affect the Natural Beauty of the AONB. Our current proposals include a total of approximately 20 km of underground cable through and in the vicinity of the Dedham Vale AONB, including a section at Great Horkesley to reduce the changes in views and setting of the AONB from within and adjacent to its designated boundary. Underground cabling is also proposed for short section for a 400 kV overhead line crossing near Fairstead and approximately 5 km from just north of the Lower Thames Crossing (LTC) through to Tilbury Substation. Projects of this nature are required to assess the potential environmental impacts of the proposals, and report on those, and set out proposed mitigation, in an Environmental Statement (ES) in accordance with the relevant Environmental Impact Assessment (EIA) Regulations. The EIA starts early in the process and, in that respect, a considerable amount of assessment work has been undertaken to allow preliminary judgements to be made about the design and routeing of the Project. This has been set out in various publications (The Corridor and Preliminary Routeing and Siting Study (CPRSS), published as part of the 2022 non-statutory consultation, the Design Development Report, 2022 Non-Statutory Consultation Feedback Report and Strategic Options Backcheck and Review, published as part of the 2023 non-statutory consultation) with feedback helping shape the preliminary proposals. Further detailed assessment work has been undertaken since the 2023 non-statutory consultation and is published in the Preliminary Environmental Information Report (PEIR) to accompany the statutory consultation stage of the Project. National Grid will be writing up its Landscape and Visual Impact Assessment (LVIA) that will, in addition to other topic specific assessments, form the latter part of the EIA for the Project. This will include a write-up of an assessment on both landscape character and visual amenity. Where likely significant effects are anticipated the LVIA will consider and identify areas where it may be necessary and appropriate to put forward potential mitigation as part of an iterative design and assessment process.
Health, Safety and Wellbeing		
4.6.28	Concern that the siting of overhead lines presents a risk to light aircrafts in the area.	Our review of airfields within 4 km of the preferred corridor identified 10 General Aviation (GA) sites, one military site (Wattisham Flying Station) and the Mid and South Essex National Health Service (NHS) Broomfield Hospital which receives helicopters from a helipad on the roof of the main hospital building. We have also considered other airfields and flight activities where these have been identified through the 2022 and 2023 non-statutory consultations including for ballooning and for model flying. As well as considering feedback, National Grid's aviation advisers (an independent aviation consultancy) have directly engaged with these parties. A number of route alignment and pylon positioning changes have been made following consideration of feedback and in all but one case the assessment concludes that the airfields can continue to operate. In the remaining case of a private airstrip near Little Burstead we continue to liaise with the operator to identify an appropriate solution. Specifically in respect of Wattisham Flying Station our proposals position the alignment onto relatively lower ground (to remove the potential for interference with Instrument Landing System (ILS) radar) and adopt an alignment closer

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		to the existing 132 kV overhead line and include replacing part of the 132 kV line south of Offton by underground cable to avoid a new overhead line corridor being introduced. We will continue to engage with relevant parties as appropriate throughout the project development process.
Public Rights of Way (PRoW)		
4.6.29	Concern about the negative impact on Public Rights of Way (PRoW).	Through routeing and siting, National Grid has sought to and will continue to reduce, as far as practicable, impacts and disruption to Public Rights of Way (PRoW). The iterative process of route design has identified the existing PRoW network and their wider connectivity and sought where practicable to reduce and where possible remove impacts to PRoW. If mitigation is required, measures may include the temporary closure of PRoW during the construction phase, and where practicable a diversion to allow for the continued use and movement of the wider PRoW network. Effects on PRoW will be mitigated where possible, maintaining access where practicable, with closures as a last resort. We will continue to engage with relevant stakeholders on the PRoW network to enable feedback and input to be considered as the Project develops. A PRoW Management Strategy will be prepared as part of the Outline Code of Construction Practice (CoCP) and submitted with the Development Consent Order (DCO) application.
Requests		
4.6.30	Request that documents are provided to ensure that trees are not impacted by the works at the Cable Sealing End (CSE) compound (i.e. as the compound is within 15 metres of trees, so there could be issues around access for construction traffic).	An Arboricultural Impact Assessment (AIA) will be prepared and submitted with the Environmental Statement (ES). The AIA will provide information for root protection areas for trees included in the walkover arboricultural scope (High and Moderate value trees). Tree protection mitigation will be included within the Outline Code of Construction Practice (CoCP) that will accompany the Development Consent Order (DCO) application.
Tourism		
4.6.31	Concern about the impact of the Project on tourism.	National Grid has a duty under the Electricity Act 1989 to have regard to the desirability of (amongst other things) preserving natural beauty, and to do what it reasonably can to mitigate the associated effects of new infrastructure. Through routeing and siting we have sought to avoid, as far as practicable, locations important for leisure and tourism. This includes taking forward a preferred draft route alignment which included changes to reduce effects on sites important for tourism such as Bressingham Steam Museum and Gardens. We will continue to consider these locations as we develop our proposals and seek to reduce effects, by implementing measures such as, the use of underground cables in the areas of highest amenity value (Dedham Vale Area of Outstanding Natural Beauty (AONB)), and appropriately control construction related traffic movements during the construction phase to minimise disruption to local road users.

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		Potential impacts on leisure and tourism will be presented within a Socio-economics, Recreation and Tourism assessment which is being written up and will form part of the Environmental Impact Assessment (EIA). As part of this assessment, a range of measures are being considered throughout the construction phase of the Project to minimise disruption on leisure and tourism. These include traffic management, signage and routeing measures. These will be identified within the Environmental Statement (ES), the Outline Code of Construction Practice (CoCP) and the Outline Construction Traffic Management Plan (CTMP).
Visual Impact		
4.6.32	Concern about the cumulative effect of the Project alongside existing overhead lines.	National Grid will, as part of the Environmental Impact assessment (EIA) for the Project, undertake a cumulative effects assessment in accordance with the Planning Inspectorate's Advice Note Seventeen 'Cumulative Effects Assessment'. Projects of this nature are required to assess the potential environmental impacts of the proposals, and report on those, and set out proposed mitigation, in an Environmental Statement (ES) in accordance with the relevant EIA Regulations. The EIA starts early in the process and, in that respect, a considerable amount of assessment work has been undertaken to allow preliminary judgements to be made about the design and routeing of the Project. This has been set out in various publications (The Corridor and Preliminary Routeing and Siting Study (CPRSS), published as part of the 2022 non-statutory consultation, the Design Development Report, 2022 Non-Statutory Consultation Feedback Report and Strategic Options Backcheck and Review, published as part of the 2023 non-statutory consultation) with feedback helping shape the preliminary proposals. Further detailed assessment work has been undertaken since the 2023 non-statutory consultation and is published in the Preliminary Environmental Information Report (PEIR) to accompany the statutory consultation stage of the Project. National Grid will be writing up its Landscape and Visual Impact Assessment (LVIA) that will, in addition to other topic specific assessments, form the latter part of the EIA for the Project. This will include a write-up of an assessment on both landscape character and visual amenity. Where likely significant effects are anticipated the LVIA will consider and identify areas where it may be necessary and appropriate to put forward potential mitigation as part of an iterative design and assessment process. For the LVIA, information will be gathered on the existing applicable environment / receptors and presented as the baseline. Any existing infrastructure (such as existing transmission lines and associated wirescapes) will form part of the baseline environment for the Project to be assessed against, to identify if significant landscape and / or visual effects are likely to arise. In the event significant effects are predicted, where possible, mitigation measures will be proposed to reduce the effect as far as practicable. The findings and conclusions of the LVIA and other topics assessments will then be considered within the cumulative impact assessment for the Project. Our 2024 statutory consultation will publish details of the Project including proposals to replace certain sections of 132 kV overhead line connection with underground cable. We will continue to liaise with UK Power Networks (UKPN) on other opportunities where the Project may facilitate opportunities for 132 kV network rationalisation.
4.6.33	Concern that the Project will be unsightly / visually intrusive (e.g., overhead lines, Cable	The relevant National Policy Statement (NPS) is EN-5 which makes it clear that the Government considers overhead lines to be appropriate and acceptable in most instances, although it recognises that that there may be, at particularly

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	Sealing End (CSE) compounds and substations).	sensitive locations, potential adverse landscape and visual impacts of an overhead line that make it inconsistent with our duties and relevant planning policy. In such cases the use of 400 kV underground cable would be adopted between carefully sited Cable Sealing End (CSE) compounds noting that such structures themselves may give rise to visual effects. The proposed East Anglia Connection Node (EACN) substation siting has also considered the potential for landscape and visual effects and whether particular sites provide greater screening or potential for screening to reduce effects. Projects of this nature are required to assess the potential environmental impacts of the proposals, and report on those, and set out proposed mitigation, in an Environmental Statement (ES) in accordance with the relevant Environmental Impact Assessment (EIA) Regulations. The EIA starts early in the process and, in that respect, a considerable amount of assessment work has been undertaken to allow preliminary judgements to be made about the design and routeing of the Project. This has been set out in various publications (The Corridor and Preliminary Routeing and Siting Study (CPRSS), published as part of the 2022 non-statutory consultation, the Design Development Report, 2022 Non-Statutory Consultation Feedback Report and Strategic Options Backcheck and Review, published as part of the 2023 non-statutory consultation) with feedback helping shape the preliminary proposals. Further detailed assessment work has been undertaken since the 2023 non-statutory consultation and is published in the Preliminary Environmental Information Report (PEIR) to accompany the statutory consultation stage of the Project. National Grid will be writing up its Landscape and Visual Impact Assessment (LVIA) that will, in addition to other topic specific assessments, form the latter part of the EIA for the Project. This will include a write-up of an assessment on both landscape character and visual amenity. Where likely significant effects are anticipated the LVIA will consider and identify areas where it may be necessary and appropriate to put forward potential mitigation such as screen planting and softening as part of an iterative design and assessment process.
4.6.34	Concern that the Project will cause a negative impact on landscape / views.	The relevant National Policy Statement (NPS) is EN-5 which makes it clear that the Government considers overhead lines to be appropriate and acceptable in most instances, although it recognises that that there may be, at particularly sensitive locations, potential adverse landscape and visual impacts of an overhead line that make it inconsistent with our duties and relevant planning policy. National Grid through the routeing and siting exercise has sought to reduce the impact on landscape character and visual amenity. We will continue to consider both landscape character and amenity value as we develop our proposals and seek to reduce effects. Measures to reduce such effects have included the use of underground cables in the areas of highest amenity value such as the Dedham Vale Area of Outstanding Natural Beauty (AONB) and its setting and careful consideration of siting of infrastructure and pylons. Projects of this nature are required to assess the potential environmental impacts of the proposals, and report on those, and set out proposed mitigation, in an Environmental Statement (ES) in accordance with the relevant Environmental Impact Assessment (EIA) Regulations. The EIA starts early in the process and, in that respect, a considerable amount of assessment work has been undertaken to allow preliminary judgements to be made about the design and routeing of the Project. This has been set out in various publications (The Corridor and Preliminary Routeing and Siting Study (CPRSS), published as part of the 2022 non-statutory consultation, the Design Development Report, 2022 Non-Statutory Consultation Feedback Report and Strategic Options Backcheck and

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		Review, published as part of the 2023 non-statutory consultation) with feedback helping shape the preliminary proposals. Further detailed assessment work has been undertaken since the 2023 non-statutory consultation and is published in the Preliminary Environmental Information Report (PEIR) to accompany the statutory consultation stage of the Project. National Grid will be writing up its Landscape and Visual Impact Assessment (LVIA) that will, in addition to other topic specific assessments, form the latter part of the EIA for the Project. This will include a write-up of an assessment on both landscape character and visual amenity. Where likely significant effects are anticipated the LVIA will consider and identify areas where it may be necessary and appropriate to put forward potential mitigation such as screen planting and softening as part of an iterative design and assessment process.
Wildlife / Ecology Impact		
4.6.35	Concern that the Project will result in a negative impact on flora / plants / woodlands / hedgerows.	Through routeing and siting National Grid has sought to and will continue to reduce as far as practicable potential impacts on biodiversity including priority grassland, wetland, woodland, and hedgerow habitats. The process of route design takes account of existing biodiversity, the natural environment and, where practicable, seeks to reduce potential impacts on areas of ecological sensitivity, through avoidance or mitigation. The Environmental Impact Assessment (EIA) for the Project will assess the effects on important ecological receptors (which includes grasslands, wetlands, woodlands and hedgerows). As part of the EIA process for the Project, a suite of ecological surveys has been and will continue to be undertaken. The findings of which will inform the design and approach to mitigation. We will continue to engage with Natural England and Local Planning Authorities (LPAs) on aspects relating to biodiversity and the natural environment, including appropriate mitigation measures and techniques, and to take their views into account as the Project continues to develop. The Environment Act 2021 introduces a mandatory requirement for 10% Biodiversity Net Gain (BNG) for new Development Consent Order (DCO) developments (which is not yet in force). We have committed to deliver Net Gain of at least 10% or greater in environmental value (including BNG) on all construction projects. The Net Gain target for the Project is currently voluntary and aligned with our corporate sustainability commitment. As well as seeking to avoid and minimise impacts to nature, the Project will consider the land required for mitigation, compensation and enhancement that can deliver BNG and wider environmental benefits, which will be identified as the Project design develops. This may require delivery of offsite Biodiversity Units via habitat creation or enhancement actions in strategic areas, and we will consider all options that are available to us.
4.6.36	Concern that the Project will result in a negative impact on wildlife / habitats.	Through routeing and siting, National Grid has sought and will continue to reduce as far as practicable potential impacts on biodiversity. The process of route design takes account of existing biodiversity, the natural environment and, where practicable, seeks to reduce potential impacts on areas of ecological sensitivity, through avoidance or mitigation. The Environmental Impact Assessment (EIA) for the Project will assess the impact and subsequent effects on biodiversity and if necessary, the mitigation requirements, such as habitat creation. We will continue to engage with Natural England on aspects relating to biodiversity and the natural environment, including appropriate mitigation measures and techniques, to take their views into account as the Project continues to develop.

Ref no.	Summary of matters raised	National Grid's response
		The Environment Act 2021 introduces a mandatory requirement for 10% Biodiversity Net Gain (BNG) for new Development Consent Order (DCO) developments (which is not yet in force). National Grid has committed to deliver Net Gain of at least 10% or greater in environmental value (including BNG) on all construction projects. The Net Gain target for the Project is currently voluntary and aligned with our corporate sustainability commitment. As well as seeking to avoid and minimise our impacts to nature, the Project will consider the land required for mitigation, compensation and enhancement that can deliver BNG and wider environmental benefits, which will be identified as the Project design develops. This may require delivery of offsite Biodiversity Units via habitat creation or enhancement actions in strategic areas, and we will consider all options that are available to us.

Section F: Chelmsford Feedback

Figure 4.15 Chelmsford section map



Table 4.7- Summary of consultee comments on **Section F: Chelmsford** and National Grid's response

Ref no.	Summary of matters raised	National Grid's response
Agricultural Land		
4.7.1	Concern that the Project will take away valuable agricultural land / disrupt farming operations.	National Grid is and will continue to work with all landowners including farmers who may be affected by the proposals to understand the impacts on their operations and to work with them as the Project is developed. We will seek to work with the farming community to limit disruption where practicable. This includes providing prior warning of works which may result in the need to move livestock. Compensation claims for disturbance are considered on a case-by-case basis, if negative impact on farming operations can be proven. Particular agricultural matters can also be addressed through voluntary land agreements.
Airfields		
4.7.2	Concern about the impact of the Project on Broomfield Hospital (helipad) / Suggestion that the Project is routed away from Broomfield Hospital (helipad).	National Grid has appointed an independent aviation consultancy which has engaged with (with National Grid also present) Broomfield Hospital with regards to their helipad. Following discussion and further assessment it has been determined, with the Project as currently proposed, that the helipad can continue to operate. We will continue to engage with nearby airfields as appropriate throughout the project development process.
Community / Social Impact		
4.7.3	Concern about the impact of the Project on children / families / residents / communities.	National Grid recognises people may have concerns about the potential impacts of living close to an overhead line, and that the uncertainty whilst the proposals are developed may cause anxiety. We have sought to reduce potential effects on communities, residents – including children - through routeing and design. We have also sought to reduce concern or uncertainty about the proposals through making timely design decisions and engaging with people and stakeholders throughout the development of the Project. The Project team will continue to engage with people potentially affected during the development of the Project, through regular communication including letters, phone calls and meetings. This will enable concerns to be raised and discussed at an early opportunity and provide a regular point of contact to respond to queries and concerns. We urge anyone with concerns to get in touch through the Norwich to Tilbury Freephone number, address or email throughout the development of the Project: • **Call our Community Helpline:** 0800 915 2497 (Lines are open Monday to Friday 9am-5:30pm) • **Email us:** contact@n-t.nationalgrid.com • **Write to us**: FREEPOST N TO T (No stamp or further address details are required) National Grid wants to leave a lasting positive impact where we build our projects, to help those areas and communities thrive and to support a sustainable future. Our Responsible Business Charter sets out our commitments and ensures that responsibility is woven through everything we do. It focusses on five key areas where we believe we can really make a difference: the environment, our communities, our people, the economy, and our governance.

Ref no.	Summary of matters raised	National Grid's response
		In addition, the Government recently ran a consultation seeking views on how community benefits should be delivered for communities that host onshore electricity transmission infrastructure. We will continue to work with the Government and regulator as they define the details of these schemes emerging from the consultation and, once published, will work to understand what this means for our projects.
4.7.4	Concern about the impact of the Project on leisure.	National Grid has a duty under the Electricity Act 1989 to have regard to the desirability of (amongst other things) preserving natural beauty, and to do what it reasonably can to mitigate the associated effects of new infrastructure. Through routeing and siting we have sought to avoid, as far as practicable, locations important for leisure and tourism. We will continue to consider these locations as we develop our proposals and seek to reduce effects, by implementing measures such as the use of underground cables in the areas of highest amenity value (Dedham Vale Area of Outstanding Natural Beauty (AONB)), and appropriately control construction related traffic movements during the construction phase to minimise disruption to local road users. Where impacts on leisure and tourism are identified, these will be presented within a Socio-economics, Recreation and Tourism assessment which is being written up and will form part of the Environmental Impact Assessment (EIA). As part of this assessment, a range of measures are being considered throughout the construction phase of the Project to minimise disruption on leisure and tourism. These include traffic management, signage and routeing measures. These will be identified within the Environmental Statement (ES), the Outline Code of Construction Practice (CoCP) and the Outline Construction Traffic Management Plan (CTMP).
4.7.5	Concern about the Project causing communities to become encircled by overhead lines.	The 2024 preferred draft alignment has been routed to achieve some separation from the existing 400 kV overhead line, such that villages are not encircled by overhead lines to both sides. Separation is inevitably reduced in certain locations due to the presence of constraints to routeing and environmental features. Detailed assessment reported in the Environmental Impact Assessment (EIA) will identify any measures considered to be necessary to reduce likely significant effects which will also consider the potential for effects potentially arising from close paralleling existing 132 kV overhead line and new 400 kV overhead line infrastructure.
Construction Impacts		
4.7.6	Concern about disruption from construction.	National Grid is undertaking an Environmental Impact Assessment (EIA) for the Project. The results of this assessment will be provided in the Environmental Statement (ES) that will accompany the Development Consent Order (DCO) application. The ES will identify and assess the likely significant effects on the environment resulting from the construction of the Project and will recommend appropriate mitigation measures (in consultation with relevant stakeholders) to reduce potential effects. Should consent be granted in 2026, it is anticipated that access and construction of the Project would commence in 2027, starting with enabling workings including site clearance activities, the installation of construction compounds and access roads. It is expected the main construction works will continue through to 2031. While the phasing of the construction programme is yet to be confirmed, it will be programmed and sequenced to reduce disruption to the local surroundings and the environment, residents, businesses and roads users as far as practicable. Further information will be presented in the ES. An Outline Code of Construction Practice (CoCP) and an Outline Construction Traffic Management Plan (CTMP) will be prepared and submitted with the DCO application. These documents will provide commitments to reduce

Ref no.	Summary of matters raised	National Grid's response
		construction impacts together with a framework for detailed management plans to be prepared at detailed design stage in order to reduce and mitigate potential impacts and / or disruptions that may arise during the construction phase.
4.7.7	Concern about the impact on traffic levels in local area caused by construction works (e.g., construction traffic travelling along local roads, road closures, etc).	National Grid will work closely with the relevant authorities and their highways teams to understand and gain information on the local road network. This information will be used to inform and guide the drafting of the Outline Construction Traffic Management Plan (CTMP) for the Project. The Outline CTMP will define the local road network to be used for construction traffic movements, highlight any restrictions to such movement and if required control working patterns and timings to ensure impacts to other road users from construction traffic related to the Project is minimised as far as practicable.
4.7.8	Concern about noise and other disturbances resulting from construction (e.g., mud on roads, dust).	National Grid is undertaking an Environmental Impact Assessment (EIA) for the Project. The results of this assessment, which covers noise and other potential effects such as air quality, will be provided in the Environmental Statement (ES) that will accompany the Development Consent Order (DCO) application. The ES will identify and assess the likely significant effects on the environment resulting from the construction of the Project and will recommend appropriate mitigation measures (in consultation with relevant stakeholders) to reduce potential effects. We will be writing up our noise and vibration assessment that will form part of the EIA. Noise levels and the effect on residential properties as well as other sensitive areas, such as hospitals and schools are carefully considered during Project development, assessed according to the appropriate UK standards, and mitigated where necessary. We set strict technical standards for the equipment we install on our network. These standards include requirements to ensure the occurrence of audible noise is eliminated or minimised as far as practicable. Therefore, with appropriate mitigation, significant adverse effects from noise are not expected. As part of the DCO application, an Outline Code of Construction Practice (CoCP) and Outline Construction Traffic Management Plan (CTMP) will be submitted which will outline the good practice and standard control measures to reduce and mitigate potential impacts and / or disruptions that may arise during the construction phase. Many of the control measures will be based on the results from a Dust Risk Assessment (undertaken in accordance with Institute of Air Quality Management (IAQM) guidance) and will likely include wheel washing of vehicles and the correct and tidy management of works areas to reduce, as far as practicable, dust and mud entering the local road network in the form of 'track-out'.
Design Change		
4.7.9	Suggest the use of underground cables (for the 4 km section) through the Wid Valley (east of Ingatestone).	National Grid has carefully considered the feedback received during the 2023 non-statutory consultation, the alternatives available, and other factors including our duties and obligations. These duties include balancing the need to be economic, efficient, and keep costs down in the interests of the bill-paying consumers, balanced against a duty to have regard to preserving amenity, the natural environment, cultural heritage, landscape, and visual quality. National Policy Statement (NPS) EN-5 makes clear that *'the Government's position that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or Areas of Outstanding Natural Beauty)'*. The NPS also confirms that widespread and significant adverse landscape

Ref no.	Summary of matters raised	National Grid's response
		and/or visual impacts in other locations may also justify the use of undergrounding. We may also adopt underground cables in other circumstances such as to cross existing 400 kV overhead line infrastructure. No such designations or crossing locations have been identified in this section which is therefore proposed as an overhead line at this stage. We are undertaking an Environmental Impact Assessment (EIA) to assess the potential impact of the Project, and this will identify any need for additional mitigation.
4.7.10	Suggest that (additional) underground cables should be used in this section.	National Grid has carefully considered the feedback received during the 2022 and 2023 non-statutory consultations, the alternatives available, and other factors including our duties and obligations. These duties include balancing the need to be economic and efficient, which includes keeping costs down in the interests of the bill-paying consumers, with a duty to have regard to preserving amenity, which includes the natural environment, cultural heritage, landscape and visual quality. National Policy Statement (NPS) EN-5 makes clear that *'the Government's position that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or Areas of Outstanding Natural Beauty (AONB))'.* The NPS also confirms that widespread and significant adverse landscape and/or visual impacts in other locations may also justify the use of undergrounding. We may also adopt underground cables in other circumstances such as to cross existing 400 kV overhead line infrastructure. After consideration of feedback on the 2023 non-statutory consultation and informed by additional study, we are now proposing to increase the extent of underground cabling by approximately 1.5 km to a total of approximately 20 km of underground cable at areas that are identified as of highest landscape value for example within the Dedham Vale AONB and within the vicinity of the AONB near Great Horkesley. Elsewhere along the 2024 preferred draft alignment, with the exception of the alignment near Diss, the higher cost of underground cables to bill-paying consumers, and the environmental implications of installing and maintaining them, are not considered to be justifiable in the context of national policy or National Grid's statutory duties. At Diss there remains an option to use underground cable but this is subject to consideration of the findings of ongoing investigations. Nevertheless, an Environmental Impact Assessment (EIA) will assess the impact of the Project and will identify any need for additional mitigation.
4.7.11	Suggest that around A12/A130 junction, the Project is re-routed to continue south towards Corridor S; or cross A130 via undergrounding to continue along Corridor Q.	As set out in the Corridor and Preliminary Routeing and Siting Study (CPRSS) published as part of the 2022 non-statutory consultation and in the Design Development Report (DDR) published as part of the 2023 non-statutory consultation, National Grid considered that there were clear reasons for not preferring corridors and routes to the east of Chelmsford and onwards using corridor S and Q. Whilst noting the respondent's preference, no new evidence has been provided or has been identified to reduce the greater effects or address the constraints to routeing. As such the eastern alignment and use of corridors S and Q remain less preferred and no change to the 2023 preferred draft alignment is currently proposed. The use of underground cable brings its own effects and at considerable extra cost and needs to be justified for technical reasons or because of impacts in line with National Policy Statement (NPS) EN-5 (e.g., Area of Outstanding Natural Beauty (AONB) designation). Such circumstances are not present in this location.
4.7.12	Suggest that pylon TB137 should be moved back 400 m to either behind or within the	National Grid has reviewed the draft alignment in this area and has assessed the change requested to move TB137 behind or within the wooded copse to reduce visual impacts on Little Waltham. Routeing TB137 further west into the wooded copse is not possible due to the presence of Langley Grade II Listed Park and Garden as the overhead line

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	wooded copse, this would also be on lower ground reducing visual impact.	would then directly impact this designation. We therefore are not currently proposing a change to the 2023 preferred draft alignment in this location. We are undertaking an Environmental Impact Assessment (EIA) to assess the potential impact of the Project, and this will identify any need for additional mitigation. We will continue to make changes to the draft alignment where practicable as we receive further feedback and as the Project develops.
4.7.13	Suggest that pylons TB137 and TB138 are re-routed to avoid flood zone boundaries.	Where practical, National Grid has positioned pylons outside mapped flood zones, including pylons TB137 and TB138 (now TB138 and TB139), although the outcome of ground investigations may influence exact pylon positioning. Any pylons positioned within the flood zone will be discussed with the relevant authorities to identify any required mitigation.
4.7.14	Suggest that TB136, TB137, and TB138 should be reduced to a height of 35 m or less.	The 2024 preferred draft alignment reflects the use of standard lattice pylons. The use of other pylon designs is still under consideration, if an overhead line route is progressed. National Grid has and will continue to carry out further assessments on pylon design. Our assessments will include visual impacts and mitigation, environmental and ecological considerations, construction, and lifetime maintenance effects. Different designs in use in the UK include: • standard lattice; • lower height lattice; and • T-pylons. The findings from our assessments will be published in Appendix C of the Design Development Report (DDR) as part of our 2024 statutory consultation. We will continue to consider the use of alternative pylon types should further feedback be received from the 2024 statutory consultation.
4.7.15	Suggest that TB137 is moved outside boundary of Langleys Park to in or adjacent to woodland as it is on agricultural land.	Pylon TB137 is not within the boundary of the Registered Park and Garden. On this basis no change is proposed, though National Grid has modified some pylon positions in this section which may go some way to address the respondent's request. There will be a further feedback opportunity as part of the 2024 statutory consultation. We will continue to make changes to the 2024 preferred draft alignment where practicable as we receive further feedback and as the Project develops.
4.7.16	Suggest that the Project between pylon TB102 to TB106 is re-routed to mitigate impact on the Essex Way (south of White Notley).	Overhead lines do not restrict continued access with the exception of short term construction stage restrictions required for safety. Additionally, a crossing of the Essex Way cannot be avoided and National Grid considers the proposed alignment to be appropriate, subject to minor changes consequent on slight adjustment to the Cable Sealing End (CSE) compound. We therefore are not currently proposing a change to the 2023 preferred draft alignment in this location, however we will continue to make changes to the 2024 preferred draft alignment as we receive further feedback and as the Project develops. We are also undertaking an Environmental Impact Assessment (EIA) which will assess the impact of the Project and will identify the need for additional mitigation,
4.7.17	Suggest that the Project follows the A12.	Whilst there could be potential benefits from infrastructure being concentrated geographically, i.e., by routeing the Project in close proximity to existing road and rail infrastructure, National Grid does not consider these benefits arise for the whole route. Rail lines or roads potentially align (at least in part) with the general routeing of the Project. However, there are constraints and features that mean that we do not consider close paralleling will reduce

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		environmental effects or improve compliance with the Holford Rules or be more consistent with the policy requirement to be economic and efficient. A number of residential properties, as well as hamlets, villages and towns, are present in close proximity to the existing transport infrastructure which would necessitate multiple diversions of an overhead line. There are also some locations where the combination of existing physical and environmental features (railway and road infrastructure, commercial and residential properties, woodlands and orchards) present very substantial challenges to routeing and siting. As a result, whilst close paralleling of transport infrastructure may appear beneficial in some short sections, overall, the increased environmental effects from multiple changes of direction are considered greater and less compliant with the Holford Rules than those that are associated with a new route alignment.
4.7.18	Suggest that the Project is re-routed between pylon TB123 and TB159 to take a westerly / south-westerly curve around the Waltham area (i.e., to mitigate impact on residents).	National Grid considered a more westerly alignment routed from the south of Great Leighs towards Pleshey and then southwards towards Chignal Smealey which would avoid routeing between Great Waltham and Little Waltham. Whilst noting some reduction in effects with this alternative, this is a longer route. With effects on the 2023 preferred draft alignment considered to be consistent with policy the western alternative was not progressed. Environmental and other studies have not identified any further information to alter this previous conclusion and no new evidence has been provided by the respondent. Therefore, no change to the 2023 preferred draft alignment is currently proposed. We will continue to make changes to the 2024 preferred draft alignment where practicable as we receive further feedback and as the Project develops.
4.7.19	Suggest that the Project is rerouted or that underground cables are used instead of routeing overhead lines between Great Waltham and Little Waltham (i.e. to avoid contradicting Holford Rule Three as National Grid's justification for routeing between these villages is flawed as shown by the plans provided by the respondent, and as this was recognised by National Grid in section 5.5.122 of the Norwich to Tilbury Design Development Report (DDR) of June 2023).	The Holford Rules have to be considered as a whole and a balanced decision taken as it is possible for an alignment to be consistent with one rule and inconsistent with another rule. In this case the additional length of overhead line required weighs against the alternative in circumstances where we do not consider that the effects arising from the 2023 preferred draft alignment are at a level inconsistent with duties. Whilst noting the respondent's preference, no new evidence is provided to suggest a different conclusion should be drawn. We are undertaking an Environmental Impact Assessment (EIA) to assess the potential impact of the Project, and this will identify any need for additional mitigation.
4.7.20	Suggest that the Project is re-routed or undergrounded between pylons TB124 and TB125 to mitigate impacts on	National Grid has carefully considered the feedback received during the 2023 non-statutory consultation, the alternatives available, and other factors including our duties and obligations. These duties include balancing the need to be economic, efficient, and keep costs down in the interests of the bill-paying consumers, balanced against a duty to have regard to preserving amenity, the natural environment, cultural heritage, landscape, and visual quality.

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	the Essex Way, or the Project is re-routed.	National Policy Statement (NPS) EN-5 makes clear that *'the Government's position that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e., National Parks, The Broads, or Areas of Outstanding Natural Beauty (AONB))'*. The NPS also confirms that widespread and significant adverse landscape and/or visual impacts in other locations may also justify the use of undergrounding. We may also adopt underground cables in other circumstances such as to cross existing 400 kV overhead line infrastructure. We expect to utilise a short section of underground cable at Fairstead to cross under the existing 400 kV overhead line. No other designations or crossing locations have been identified in this section which is therefore proposed as an overhead line at this stage. We are undertaking an Environmental Impact Assessment (EIA) to assess the potential impact of the Project, and this will identify any need for additional mitigation.
4.7.21	Suggest that the Project is routed along the western arm of corridor L, with mitigation and rationalisation used to mitigate any effects (i.e., to reduce the impact on Boreham and the Chelmer and Blackwater Navigation Conversation Area).	As set out in the Corridor and Preliminary Routeing and Siting Study (CPRSS) published as part of the 2022 non-statutory consultation and in the Design Development Report (DDR) published as part of the 2023 non-statutory consultation, National Grid considered that there were clear reasons for not preferring corridor L regardless of where in the corridor a route was positioned. This decision making considered the potential for mitigation and / or rationalisation to address potential effects. Whilst noting the respondent's preference, no new evidence has been provided or has been identified to amend National Grid's view on the challenges associated with corridor L. Therefore, no change to the 2023 preferred draft alignment is currently proposed. We will continue to make changes to the 2024 preferred draft alignment where practicable as we receive further feedback and as the Project develops.
4.7.22	Suggest that the Project is routed away from populated / residential areas.	Deciding where and how to build new high voltage electricity lines is a complex issue and National Grid is mindful of the potential effects this infrastructure may have on local communities and the concerns these may bring. We recognise that people living near our transmission infrastructure, including high voltage overhead lines, may have concerns about audible noise and potential health impacts. It has sometimes been suggested that minimum distances between properties and overhead lines should be prescribed. We do not consider this appropriate since each instance must be dealt with on its merits. However, we have always sought to route new lines away from residential property on grounds of general amenity where practicable. Projects of this nature are required to assess the potential environmental impacts of the proposals, and report on those, and set out proposed mitigation, in an Environmental Statement (ES) in accordance with the relevant Environmental Impact Assessment (EIA) Regulations. The EIA starts early in the process and, in that respect, a considerable amount of assessment work has been undertaken to allow preliminary judgements to be made about the design and routeing of the Project. This has been set out in various publications (The Corridor and Preliminary Routeing and Siting Study (CPRSS), published as part of the 2022 non-statutory consultation, the Design Development Report, 2022 Non-Statutory Consultation Feedback Report and Strategic Options Backcheck and Review, published as part of the 2023 non-statutory consultation) with feedback helping shape the preliminary proposals. Further detailed assessment work has been undertaken since the 2023 non-statutory consultation and is published in the Preliminary Environmental Information Report (PEIR) to accompany the statutory consultation stage of the Project.

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		We will be writing up our noise and vibration assessment that will, in addition to other topic specific assessments, form part of the EIA for the Project. Noise levels and the effect on residential properties as well as other sensitive areas, such as hospitals and schools, are carefully considered during planning, assessed according to the appropriate UK standards, and mitigated where necessary. We set strict technical standards for the equipment we install on our network. These will apply to the proposed new East Anglia Connection Node (EACN) substation located in the Tendring District, and extensions required to the existing Norwich Main, Bramford, and Tilbury Substations. These standards include requirements to ensure the occurrence of audible noise is eliminated or reduced as far as practicable. Therefore, significant adverse effects from noise are not expected. Noise from overhead lines is predominately determined by the conductor design, voltage and weather conditions. The overhead line will be designed using a relatively quiet conductor that meets the design specification required, and operational noise is not likely to be significant at nearby sensitive receptors under any weather conditions. Should the iterative design process result in alternative conductor types be used, consideration for this would be assessed within the EIA. Pylon fittings, such as insulators, dampers, spacers, and clamps, are also designed and procured in accordance with a series of National Grid Technical Specifications to reduce the potential for audible noise and tones to occur from all types of fittings. Where noise does occur, it is likely to be localised and of short duration. If this is due to a fault, action can be taken to rectify it. A technical note would be submitted as part of the application for development consent to support scoping out noise associated with overhead lines from the ES. We will also be writing up our Landscape and Visual Impact Assessment (LVIA) that will form part of the EIA for the Project. This will include a write-up of an assessment on both landscape character and visual amenity. Where likely significant effects are anticipated the LVIA will consider and identify areas where it may be necessary and appropriate to put forward potential mitigation as part of an iterative design and assessment process. The health and safety of the public, local communities and employees is central to everything that we do. The UK has a carefully thought-out set of policies for protecting us all against Electric and Magnetic Fields (EMFs), the main component of which is exposure guidelines. The exposure guidelines are set by independent scientific bodies and are based on decades-long studies into the effects of EMFs and ill health. After those decades of research, the weight of evidence is against there being any health risks of EMFs below the guideline limits. Our approach is to ensure that our network comply with those policies, which are set by Government on the advice of their independent advisors. The Project will be designed to ensure it is fully compliant with these policies and guidelines. This ensures that health concerns are properly and adequately addressed. Policies for both noise and EMF are incorporated into the decision-making process for development consent as set out in National Policy Statement (NPS) EN-5. It is National Grid's policy to ensure that all its equipment complies fully with those policies and guidelines. The application for a Development Consent Order (DCO) will include assessments against these polices, including both construction and operational noise and EMF.
4.7.23	Suggest that the Project should run in closer to / parallel to the existing 400 kV overhead lines.	National Grid notes the potential for close paralleling existing overhead lines to reduce the level of effects that may arise from a new overhead line. However, where existing overhead lines are present along the proposed route, there are constraints and features that mean, overall, we consider close paralleling would lead to greater effects on receptors in the area and be less compliant with the Holford Rules or be less consistent with the policy to be economic and efficient. A number of residential properties are present in close proximity to the existing 400 kV overhead line meaning that if the overhead

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		lines were close paralleled it would result in the properties having an overhead line close to both sides. There are also some locations where the combination of existing physical and environmental features (road infrastructure, commercial and residential properties etc) present very substantial challenges to routeing and siting. As a result, whilst close paralleling may appear beneficial in some sections, overall, the increased environmental effects where the overhead lines have to converge and diverge, and those increased effects on properties with overhead lines on both sides are considered greater than those introduced by a new overhead line separated from existing 400 kV overhead lines. Whilst crossings and use of underground cable technology may be able to address various constrained locations, we consider the costs and environmental effects arising from the additional infrastructure required to be less compliant with our duties and relevant policies.
4.7.24	Suggest that the pylons TB137, TB136, TB138 should be moved back away from Little Waltham.	National Grid considered a more westerly alignment routed away from Little Waltham diverting from the south of Great Leighs towards Pleshey and then southwards towards Chignal Smealey. Whilst noting some reduction in effects, with this alternative this is a longer route. With effects on the 2023 preferred draft alignment considered to be consistent with policy, the western alternative was not progressed. Environmental and other studies have not identified any further information to alter this previous conclusion and no new evidence is provided by the respondent. We are undertaking an Environmental Impact Assessment (EIA) to assess the potential impact of the Project, and this will identify any need for additional mitigation which will include consideration of alternative pylon types (for example low height lattice). At this stage and on this basis no change is currently proposed. We will continue to make changes to the 2024 preferred draft alignment where practicable as we receive further feedback and as the Project develops.
4.7.25	Suggest that underground cables are used between Little and Great Waltham / suggest that underground cables are used within at Little Waltham.	National Grid has carefully considered the feedback received during the 2023 non-statutory consultation, the alternatives available, and other factors including our duties and obligations. These duties include balancing the need to be economic, efficient, and keep costs down in the interests of the bill-paying consumers, balanced against a duty to have regard to preserving amenity, the natural environment, cultural heritage, landscape, and visual quality. National Policy Statement (NPS) EN-5 makes clear that *'the Government's position that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or Areas of Outstanding Natural Beauty)'.* The NPS also confirms that widespread and significant adverse landscape and/or visual impacts in other locations may also justify the use of undergrounding. We may also adopt underground cables in other circumstances such as to cross existing 400 kV overhead line infrastructure. No such designations or crossing locations have been identified at Little and Great Waltham which is therefore proposed as an overhead line at this stage. We are undertaking an Environmental Impact Assessment (EIA) to assess the potential impact of the Project, and this will identify any need for additional mitigation.
4.7.26	Suggest that underground cables are used for the entire Project.	National Grid has carefully considered the feedback received during consultation, the alternatives available, and other factors including our duties and obligations. These duties include balancing the need under The Electricity Act 1989 to be economic and efficient, which includes keeping costs down in the interests of the bill-paying consumers, with a duty to have regard to preserving amenity, which includes the natural environment, cultural heritage, landscape and visual quality. The National Policy Statement (NPS) EN-5 makes clear that *'the Government's position*

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		that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or Areas of Outstanding Natural Beauty (AONB))'. The NPS also confirms that widespread and significant adverse landscape and/or visual impacts in other locations may also justify the use of undergrounding. We may also adopt underground cables in other circumstances such as to cross existing 400 kV overhead line infrastructure. Therefore, whilst undergrounding the whole route is not considered appropriate, National Grid's proposals do include underground cable within the Dedham Vale AONB in accordance with NPS EN-5. Prior to our 2023 non-statutory consultation we identified the need to extend the underground cable beyond the AONB boundary because of potential effects, we have further extended this section of underground cable following consideration of feedback on our 2023 non-statutory consultation and additional investigation into potential effects. We also identified an approximately 4 km section near Great Horkesley as meeting the particularly sensitive criteria where underground cable is also proposed and following consideration of feedback to the 2023 non-statutory consultation, we are reviewing the potential to utilise around 2 km of underground cable near Diss though this is subject to review of the findings of ground investigations and further studies. Additionally, underground cable is proposed at Fairstead for a 400 kV overhead line crossing and for around 5 km for the crossing of the Lower Thames Crossing (LTC) proposals and line entry to Tilbury Substation.
4.7.27	Suggest that underground cables are used for the Project at Broomfield / Chelmsford (pylons TB141-TB161).	National Grid has carefully considered the feedback received during the 2023 non-statutory consultation, the alternatives available, and other factors including our duties and obligations. These duties include balancing the need to be economic, efficient, and keep costs down in the interests of the bill-paying consumers, balanced against a duty to have regard to preserving amenity, the natural environment, cultural heritage, landscape, and visual quality. National Policy Statement (NPS) EN-5 makes clear that *'the Government's position that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or Areas of Outstanding Natural Beauty (AONB))'.* The NPS also confirms that widespread and significant adverse landscape and/or visual impacts in other locations may also justify the use of undergrounding. We may also adopt underground cables in other circumstances such as to cross existing 400 kV overhead line infrastructure. No such designations or crossing locations have been identified in this section which is therefore proposed as an overhead line at this stage. We are undertaking an Environmental Impact Assessment (EIA) to assess the potential impact of the Project, and this will identify any need for additional mitigation.
4.7.28	Suggest to realign the 440 kV line to close parallel the Project, moving it to the east of the A12 (i.e. to mitigate wirescaping near Sandon).	We note the potential for close paralleling to reduce the level of effects that may arise from a new overhead line. However, there are constraints and features in this area that mean, overall, we consider close paralleling would lead to greater effects on receptors in the area and be less compliant with the Holford Rules or be less consistent with the policy to be economic and efficient. In the area indicated by the respondent, we set out in the Corridor and Preliminary Routeing and Siting Study (CPRSS) published as part of the 2022 non-statutory consultation and in the Design Development Report published as part of the 2023 non-statutory consultation, the barriers associated with routeing to the east of Chelmsford parallel to the existing 400 kV overhead line. These barriers also restrict the ability to move the existing 400 kV overhead line as suggested by the respondent. Whilst noting the respondent's preference, no new evidence has been provided or has been identified to reduce the greater effects or address the

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		constraints to routeing. As such the eastern alignment remains less preferred and no change to the 2023 preferred draft alignment is currently proposed. We will continue to make changes to the 2024 preferred draft alignment where practicable as we receive further feedback and as the Project develops.
4.7.29	Suggest to route the Project due south from A12 to A414, then roughly parallel with the A12 to its junction with the A130.	As set out in the Corridor and Preliminary Routeing and Siting Study (CPRSS) published as part of the 2022 non-statutory consultation and in the Design Development Report published as part of the 2023 non-statutory consultation, National Grid considers there are barriers associated with routeing to the east of Chelmsford parallel to the existing 400 kV overhead line. Whilst noting the respondent's preference, no new evidence has been provided or has been identified to reduce the greater effects or address the constraints to routeing. As such the eastern alignment remains less preferred and no change to the 2023 preferred draft alignment is currently proposed. We will continue to make changes to the 2024 preferred draft alignment where practicable as we receive further feedback and as the Project develops.
4.7.30	Suggest using the underground 132 kV overhead line from Beaulieu Substation to East Chelmsford Substation in Sandon; and potentially from East Chelmsford to south of A12.	It is not possible to use or upgrade the existing 132 kV overhead line to meet the needs of the Project as suggested. The scale of the infrastructure required for the power flow required is significantly different. Additionally, as set out in the Corridor and Preliminary Routeing and Siting Study (CPRSS) published as part of the 2022 non-statutory consultation and in the Design Development Report published as part of the 2023 non-statutory consultation, National Grid considers there are barriers associated with routeing to the east of Chelmsford parallel to the existing 400 kV overhead line. Whilst noting the respondent's preference, no new evidence has been provided or has been identified to reduce the greater effects or address the constraints to routeing. As such the eastern alignment remains less preferred and no change to the 2023 preferred draft alignment is currently proposed. We will continue to make changes to the 2024 preferred draft alignment where practicable as we receive further feedback and as the Project develops.
4.7.31	Suggestion that Project is routed away from / the Project should not be located at a specific location.	Further assessment and technical appraisal have been undertaken following feedback received from the 2023 non-statutory consultation which has resulted in several changes to the current draft alignment. Further details on these changes can be found in the Design Development Report (DDR), published as part of the 2024 statutory consultation. Further changes to the draft alignment will be considered as the Project develops.
4.7.32	Suggestion that Project is routed away from / the Project should not be located at Hylands Estate.	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Hylands Estate. In the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the draft alignment. Guidelines on overhead line routeing are known as the *'Holford Rules'* which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Chapter 1 of this report.
4.7.33	Suggestion the Project is routed away from / the Project should not be located at Broomfield.	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Broomfield. In the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the draft alignment. Guidelines on overhead line routeing are known as the *'Holford Rules'* which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Chapter 1 of this report.

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4.7.34	Suggestion the Project is routed away from / the Project should not be located at Chelmsford.	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Chelmsford. In the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the draft alignment. Guidelines on overhead line routeing are known as the *'Holford Rules'* which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Chapter 1 of this report.
4.7.35	Suggestion the Project is routed away from / the Project should not be located at Chignall Smeally.	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Chignall Smeally. In the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the draft alignment. Guidelines on overhead line routeing are known as the *'Holford Rules'* which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Chapter 1 of this report.
4.7.36	Suggestion the Project is routed away from / the Project should not be located at Chignall St James.	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Chignall St James. In the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the draft alignment. Guidelines on overhead line routeing are known as the *'Holford Rules'* which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Chapter 1 of this report.
4.7.37	Suggestion the Project is routed away from / the Project should not be located at Great Waltham.	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Great Waltham. In the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the draft alignment. Guidelines on overhead line routeing are known as the *'Holford Rules'* which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Chapter 1 of this report.
4.7.38	Suggestion the Project is routed away from / the Project should not be located at Ingatestone.	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Ingatestone. In the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the draft alignment. Guidelines on overhead line routeing are known as the *'Holford Rules'* which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Chapter 1 of this report.
4.7.39	Suggestion the Project is routed away from / the Project should not be located at Little Waltham.	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Little Waltham. In the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the draft alignment. Guidelines on overhead line routeing are known as the *'Holford Rules'* which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Chapter 1 of this report.

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4.7.40	Suggestion the Project is routed away from / the Project should not be located at Margaretting.	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Margaretting. In the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the draft alignment. Guidelines on overhead line routeing are known as the *'Holford Rules'* which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Chapter 1 of this report.
4.7.41	Suggestion the Project is routed away from / the Project should not be located at Roxwell.	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Roxwell. In the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the draft alignment. Guidelines on overhead line routeing are known as the *'Holford Rules'* which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Chapter 1 of this report.
Economic / Employment Impact		
4.7.42	Concern about the negative impact on businesses in the area.	Through the routeing and siting exercise National Grid has sought and will continue to reduce as far as practicable impacts to businesses. To reduce potential impacts, we are identifying businesses and enterprises and their primary function, and also those that are likely to generate tourism such as private gardens and parks. These have been and will continue to be considered during the iterative design process. Impacts on local businesses will be presented within a Socio-economics, Recreation and Tourism assessment which is being undertaken and will be written up to form part of the Environmental Impact Assessment (EIA). As part of this assessment, a range of measures will be considered throughout the construction phase of the Project to minimise disruption to businesses and their users. These measures will be identified within the Environmental Statement (ES) that will accompany the Development Consent Order (DCO) application.
Environmental Impact		
4.7.43	Concern that the Project will impact designated sites (e.g., Sites of Special Scientific Interest (SSSI), Ancient Woodland and a Royal Society for the Protection of Birds (RSPB) reserve).	Through routeing and siting, National Grid has sought and will continue to reduce as far as practicable impacts on biodiversity and in particular features of high ecological value, such as Sites of Special Scientific Interest (SSSI), Special Protection Areas (SPAs), Ramsar sites and Ancient Woodland. The process of route design takes account of existing biodiversity, the natural environment and, where practicable, seeks to reduce potential impacts on areas of ecological sensitivity, through avoidance or mitigation. The Environmental Impact Assessment (EIA) for the Project will assess the effects on biodiversity (which includes receptors such as SSSIs, SPAs, Ramsar sites and Ancient Woodland) and where necessary will detail mitigation requirements. The assessment methodology has been discussed and agreed with Natural England and the assessment will be presented in the Environmental Statement (ES) or Habitats Regulations Assessment (HRA) depending on potential impact pathways. We will continue to engage with Natural England, the Royal Society for the Protection of Birds (RSPB) and other relevant stakeholders on aspects relating to biodiversity and the natural environment, including appropriate mitigation measures and techniques, and will take their views into account as the Project continues to develop.

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4.7.44	Concern that the Project will result in a negative impact on the environment generally (no details given).	Through routeing and siting, National Grid has sought and will continue to reduce as far as practicable impacts on the environment. National Grid is undertaking an Environmental Impact Assessment (EIA) for the Project. The results of this assessment will be provided in the Environmental Statement (ES) that will accompany the Development Consent Order (DCO) application. The ES will identify and assess the likely significant effects on the environment resulting from the construction and operation (and maintenance) of the Project and will recommend appropriate mitigation measures to reduce potential effects. The scope of the EIA is included in the Scoping Report which was submitted to the Planning Inspectorate in November 2022. We will continue to engage with a range of stakeholders (including Statutory Environmental Bodies (SEBs) and relevant Local Planning Authorities (LPAs)) throughout the development of the Project design and environmental assessment work.
Financial Compensation		
4.7.45	Concern that the Project will devalue property / impact on property value in this section.	National Grid acknowledges that its proposals may cause concern to landowners. Diminishment of property value known as 'injurious affection' and any other appropriate heads of claim will be considered on an individual basis in accordance with current legislation. We will pursue a voluntary agreement with affected landowners, acquiring rights in accordance with our Land Rights Strategy (the strategy is subject to review). If a voluntary agreement cannot be reached, then the Compulsory Purchase Code allows for a claim of compensation for the loss that property owners may have suffered as a direct result of the retained part of your property ownership being worth less as a direct result of the works. If there are any specific concerns about the devaluation of property National Grid would advise seeking third party advice or alternatively please contact the Project team: Norwich-Tilbury@fishergerman.co.uk or by calling us on Freephone 0808 175 3314. Alternatively, you can write to Norwich to Tilbury Land Team, Fisher German, The Atrium, Risby Business Park, Newmarket Road, Risby, Bury St Edmunds, IP28 6RD.
Health, Safety and Wellbeing		
4.7.46	Concern that the Project may result in a negative impact on mental health / health and wellbeing.	National Grid recognises people may have concerns about the health effects of living close to an overhead line, and that the uncertainty whilst the proposals are developed may cause anxiety. We have sought to reduce potential effects on communities, residents – including children - through routeing and design. We have also sought to reduce concern or uncertainty about the proposals through making timely design decisions and engaging with people and stakeholders throughout the development of the Project. The Project team will continue to engage with people potentially affected during the development of the Project, through regular communication including letters, phone calls and meetings. This will enable concerns to be raised and discussed at an early opportunity and provide a regular point of contact to respond to queries and concerns. We urge anyone with concerns to get in touch through the Norwich to Tilbury Freephone number, address or email throughout the development of the Project: • **Call our Community Helpline:** 0800 915 2497 (Lines are open Monday to Friday 9am-5:30pm)

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		• **Email us:** contact@n-t.nationalgrid.com • **Write to us**: FREEPOST N TO T (No stamp or further address details are required) National Grid wants to leave a lasting positive impact where we build our projects, to help those areas and communities thrive and to support a sustainable future. Our Responsible Business Charter sets out our commitments and ensures that responsibility is woven through everything we do. It focusses on five key areas where we believe we can really make a difference: the environment, our communities, our people, the economy, and our governance. In addition, the Government recently ran a consultation seeking views on how community benefits should be delivered for communities that host onshore electricity transmission infrastructure. We will continue to work with the Government and regulator as they define the details of these schemes emerging from the consultation and, once published, will work to understand what this means for our projects.
4.7.47	Concern that the siting of overhead lines presents a risk to light aircrafts in the area.	Our review of airfields within 4 km of the preferred corridor identified 10 General Aviation (GA) sites, one military site (Wattisham Flying Station) and the Mid and South Essex National Health Service (NHS) Broomfield Hospital which receives helicopters from a helipad on the roof of the main hospital building. We have also considered other airfields and flight activities where these have been identified through the 2022 and 2023 non-statutory consultations including for ballooning and for model flying. As well as considering feedback, National Grid's aviation advisers (an independent aviation consultancy) have directly engaged with these parties. A number of route alignment and pylon positioning changes have been made following consideration of feedback and in all but one case the assessment concludes that the airfields can continue to operate. In the remaining case of a private airstrip near Little Burstead we continue to liaise with the operator to identify an appropriate solution. Specifically in respect of Wattisham Flying Station our proposals position the alignment onto relatively lower ground (to remove the potential for interference with Instrument Landing System (ILS) radar) and adopt an alignment closer to the existing 132 kV overhead line and include replacing part of the 132 kV line south of Offton by underground cable to avoid a new overhead line corridor being introduced. We will continue to engage with relevant parties as appropriate throughout the project development process.
Heritage		
4.7.48	Concern about archaeological impacts (including impacts on sites of significance).	Through routeing and siting National Grid has sought and will continue to reduce as far as practicable potential impacts on the historic environment. We will be writing up our Historic Environment Assessment which will form part of the Environmental Impact Assessment (EIA) and will identify likely significant effects on archaeological sites. To inform this assessment, we are undertaking desk-based assessment and a suite of archaeological surveys to understand the baseline historic environment and refine the Project design further. We will continue to engage with Historic England and relevant Local Planning Authorities (LPAs) on aspects relating to heritage, including appropriate mitigation measures and techniques and to take their views into account as the Project continues to develop.
4.7.49	Concern about the negative impact on heritage buildings / listed buildings / historical site	Through routeing and siting National Grid has sought to and will continue to reduce as far as practicable potential impacts on the historic environment, including listed buildings and known heritage assets. If potential impacts on the

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	and suggest that the Project is routed away from or not located at heritage buildings / listed buildings / historical sites.	historic environment are identified, we will explore a range of mitigation measures such as careful siting of pylons and screening (both new and existing) to reduce potential impacts where practicable. This will be presented within the Historic Environment Assessment which will be written up and will form part of the Environmental Impact Assessment (EIA) for the Project. We will continue to engage with Historic England and relevant Local Planning Authorities (LPAs) on aspects relating to heritage, including appropriate mitigation measures and techniques and will take their views into account as the Project continues to develop.
Public Rights of Way (PRoW)		
4.7.50	Concern about the negative impact on Public Rights of Way (PRoW).	Through routeing and siting, National Grid has sought to and will continue to reduce, as far as practicable, impacts and disruption to Public Rights of Way (PRoW). The iterative process of route design has identified the existing PRoW network and their wider connectivity and sought where practicable to reduce and where possible remove impacts to PRoW. If mitigation is required, measures may include the temporary closure of PRoW during the construction phase, and where practicable a diversion to allow for the continued use and movement of the wider PRoW network. Effects on PRoW will be mitigated where possible, maintaining access where practicable, with closures as a last resort. We will continue to engage with relevant stakeholders on the PRoW network to enable feedback and input to be considered as the Project develops. A PRoW Management Strategy will be prepared as part of the Outline Code of Construction Practice (CoCP) and submitted with the Development Consent Order (DCO) application.
Tourism		
4.7.51	Concern about the impact of the Project on tourism.	National Grid has a duty under the Electricity Act 1989 to have regard to the desirability of (amongst other things) preserving natural beauty, and to do what it reasonably can to mitigate the associated effects of new infrastructure. Through routeing and siting we have sought to avoid, as far as practicable, locations important for leisure and tourism. This includes taking forward a preferred draft route alignment which included changes to reduce effects on sites important for tourism such as Bressingham Steam Museum and Gardens. We will continue to consider these locations as we develop our proposals and seek to reduce effects, by implementing measures such as, the use of underground cables in the areas of highest amenity value (Dedham Vale Area of Outstanding Natural Beauty (AONB)), and appropriately control construction related traffic movements during the construction phase to minimise disruption to local road users. Potential impacts on leisure and tourism will be presented within a Socio-economics, Recreation and Tourism assessment which is being written up and will form part of the Environmental Impact Assessment (EIA). As part of this assessment, a range of measures are being considered throughout the construction phase of the Project to minimise disruption on leisure and tourism. These include traffic management, signage and routeing measures. These will be identified within the Environmental Statement (ES), the Outline Code of Construction Practice (CoCP) and the Outline Construction Traffic Management Plan (CTMP).

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Visual Impact		
4.7.52	Concern about the cumulative effect of the Project alongside existing overhead lines.	National Grid is, as part of the Environmental Impact assessment (EIA) for the Project, undertaking a cumulative effects assessment in accordance with the Planning Inspectorate's Advice Note Seventeen 'Cumulative Effects Assessment'. Projects of this nature are required to assess the potential environmental impacts of the proposals, and report on those, and set out proposed mitigation, in an Environmental Statement (ES) in accordance with the relevant EIA Regulations. The EIA starts early in the process and, in that respect, a considerable amount of assessment work has been undertaken to allow preliminary judgements to be made about the design and routeing of the Project. This has been set out in various publications (The Corridor and Preliminary Routeing and Siting Study (CPRSS), published as part of the 2022 non-statutory consultation, the Design Development Report, 2022 Non-Statutory Consultation Feedback Report and Strategic Options Backcheck and Review, published as part of the 2023 non-statutory consultation) with feedback helping shape the preliminary proposals. Further detailed assessment work has been undertaken since the 2023 non-statutory consultation and is published in the Preliminary Environmental Information Report (PEIR) to accompany the statutory consultation stage of the Project. National Grid will be writing up its Landscape and Visual Impact Assessment (LVIA) that will, in addition to other topic specific assessments, form the latter part of the EIA for the Project. This will include a write-up of an assessment on both landscape character and visual amenity. Where likely significant effects are anticipated the LVIA will consider and identify areas where it may be necessary and appropriate to put forward potential mitigation as part of an iterative design and assessment process. For the LVIA, information will be gathered on the existing applicable environment / receptors and presented as the baseline. Any existing infrastructure (such as existing transmission lines and associated wirescapes) will form part of the baseline environment for the Project to be assessed against, to identify if significant landscape and / or visual effects are likely to arise. In the event significant effects are predicted, where possible, mitigation measures will be proposed to reduce the effect as far as practicable. The findings and conclusions of the LVIA and other topics assessments will then be considered within the cumulative impact assessment for the Project. Our 2024 statutory consultation will publish details of the Project including proposals to replace certain sections of 132 kV overhead line connection with underground cable. We will continue to liaise with UK Power Networks (UKPN) on other opportunities where the Project may facilitate opportunities for 132 kV network rationalisation.
4.7.53	Concern that the Project will be unsightly / visually intrusive (e.g. overhead lines, Cable Sealing End (CSE) compounds and substations).	The relevant National Policy Statement (NPS) is EN-5 which makes it clear that the Government considers overhead lines to be appropriate and acceptable in most instances, although it recognises that that there may be, at particularly sensitive locations, potential adverse landscape and visual impacts of an overhead line that make it inconsistent with our duties and relevant planning policy. In such cases the use of 400 kV underground cable would be adopted between carefully sited Cable Sealing End (CSE) compounds noting that such structures themselves may give rise to visual effects. The proposed East Anglia Connection Node (EACN) substation siting has also considered the potential for landscape and visual effects and whether particular sites provide greater screening or potential for screening to reduce effects. Projects of this nature are required to assess the potential environmental impacts of the proposals, and report on those, and set out proposed mitigation, in an Environmental Statement (ES) in accordance with the relevant

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		Environmental Impact Assessment (EIA) Regulations. The EIA starts early in the process and, in that respect, a considerable amount of assessment work has been undertaken to allow preliminary judgements to be made about the design and routeing of the Project. This has been set out in various publications (The Corridor and Preliminary Routeing and Siting Study (CPRSS), published as part of the 2022 non-statutory consultation, the Design Development Report, 2022 Non-Statutory Consultation Feedback Report and Strategic Options Backcheck and Review, published as part of the 2023 non-statutory consultation) with feedback helping shape the preliminary proposals. Further detailed assessment work has been undertaken since the 2023 non-statutory consultation and is published in the Preliminary Environmental Information Report (PEIR) to accompany the statutory consultation stage of the Project. National Grid will be writing up its Landscape and Visual Impact Assessment (LVIA) that will, in addition to other topic specific assessments, form the latter part of the EIA for the Project. This will include a write-up of an assessment on both landscape character and visual amenity. Where likely significant effects are anticipated the LVIA will consider and identify areas where it may be necessary and appropriate to put forward potential mitigation such as screen planting and softening as part of an iterative design and assessment process.
4.7.54	Concern that the Project will cause a negative impact on landscape / views.	The relevant National Policy Statement (NPS) is EN-5 which makes it clear that the Government considers overhead lines to be appropriate and acceptable in most instances, although it recognises that that there may be, at particularly sensitive locations, potential adverse landscape and visual impacts of an overhead line that make it inconsistent with our duties and relevant planning policy. National Grid through the routeing and siting exercise has sought to reduce the impact on landscape character and visual amenity. We will continue to consider both landscape character and amenity value as we develop our proposals and seek to reduce effects. Measures to reduce such effects have included the use of underground cables in the areas of highest amenity value such as the Dedham Vale Area of Outstanding Natural Beauty (AONB) and its setting and careful consideration of siting of infrastructure and pylons. Projects of this nature are required to assess the potential environmental impacts of the proposals, and report on those, and set out proposed mitigation, in an Environmental Statement (ES) in accordance with the relevant Environmental Impact Assessment (EIA) Regulations. The EIA starts early in the process and, in that respect, a considerable amount of assessment work has been undertaken to allow preliminary judgements to be made about the design and routeing of the Project. This has been set out in various publications (The Corridor and Preliminary Routeing and Siting Study (CPRSS), published as part of the 2022 non-statutory consultation, the Design Development Report, 2022 Non-Statutory Consultation Feedback Report and Strategic Options Backcheck and Review, published as part of the 2023 non-statutory consultation) with feedback helping shape the preliminary proposals. Further detailed assessment work has been undertaken since the 2023 non-statutory consultation and is published in the Preliminary Environmental Information Report (PEIR) to accompany the statutory consultation stage of the Project. National Grid will be writing up its Landscape and Visual Impact Assessment (LVIA) that will, in addition to other topic specific assessments, form the latter part of the EIA for the Project. This will include a write-up of an assessment on both landscape character and visual amenity. Where likely significant effects are anticipated the LVIA will consider

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		and identify areas where it may be necessary and appropriate to put forward potential mitigation such as screen planting and softening as part of an iterative design and assessment process.
Wildlife / Ecology Impact		
4.7.55	Concern about the impact of the Project (including overhead lines) on birds.	Birds are being assessed in the biodiversity assessment which will form part of the Environmental Impact Assessment (EIA) following extensive desk study and field work. A bespoke survey scope specifically to assess collision risk with overhead lines has been agreed with Natural England targeting wintering / passage birds. Surveys commenced in September 2022 with the assessment to be included within the EIA. Should adverse impact be identified, they will be minimised as far as possible, where practicable. It is anticipated that a range of habitats within the land required for the construction of the Project would provide suitable habitat to support breeding birds and particularly those associated with farmland habitat. A survey scope for breeding birds is currently being discussed with Natural England ahead of the 2024 breeding season to identify key areas and potential impact pathways. Any trees to be impacted will also be surveyed to determine their suitability to support barn owl. Following the completion of survey work, the subsequent assessment will be included within the EIA. The Biodiversity Net Gain (BNG) strategy will take into account protected/notable species such as those species mentioned. It is noted that birds are a mobile species, and it is likely that active nests may be encountered during the construction phase. Precautionary working methods for breeding birds will be included within the Outline Code of Construction Practice (CoCP) that will accompany the Development Consent Order (DCO) application.
4.7.56	Concern that the Project will result in a negative impact on flora / plants / woodlands / hedgerows.	Through routeing and siting National Grid has sought to and will continue to reduce as far as practicable potential impacts on biodiversity including priority grassland, wetland, woodland, and hedgerow habitats. The process of route design takes account of existing biodiversity, the natural environment and, where practicable, seeks to reduce potential impacts on areas of ecological sensitivity, through avoidance or mitigation. The Environmental Impact Assessment (EIA) for the Project will assess the effects on important ecological receptors (which includes grasslands, wetlands, woodlands and hedgerows). As part of the EIA process for the Project, a suite of ecological surveys has been and will continue to be undertaken. The findings of which will inform the design and approach to mitigation. We will continue to engage with Natural England and Local Planning Authorities (LPAs) on aspects relating to biodiversity and the natural environment, including appropriate mitigation measures and techniques, and to take their views into account as the Project continues to develop. The Environment Act 2021 introduces a mandatory requirement for 10% Biodiversity Net Gain (BNG) for new Development Consent Order (DCO) developments (which is not yet in force). We have committed to deliver Net Gain of at least 10% or greater in environmental value (including BNG) on all construction projects. The Net Gain target for the Project is currently voluntary and aligned with our corporate sustainability commitment. As well as seeking to avoid and minimise impacts to nature, the Project will consider the land required for mitigation, compensation and enhancement that can deliver BNG and wider environmental benefits, which will be identified as the Project design develops. This may require delivery of offsite Biodiversity Units via habitat creation or enhancement actions in strategic areas, and we will consider all options that are available to us.

Ref no.	Summary of matters raised	National Grid's response
4.7.57	Concern that the Project will result in a negative impact on river ecology.	Through routeing and siting National Grid has sought and will continue to reduce as far as practicable potential impacts on biodiversity including river ecology. The process of routeing takes account of existing biodiversity, the natural environment and, where practicable, seeks to reduce potential impacts on areas of ecological sensitivity such as river corridor habitats and any associated protected species, through avoidance or mitigation. As part of the Environmental Impact Assessment (EIA) process for the Project, a suite of ecological surveys has been and will continue to be undertaken throughout 2024 including along river corridors. The EIA for the Project will assess the effects on biodiversity and where required appropriate mitigation measures. We will continue to engage with Natural England, the Environment Agency and Local Planning Authorities (LPAs) on aspects relating to river ecology, including appropriate mitigation measures and techniques and to take their views into account as the Project continues to develop. The Environment Act 2021 introduces a mandatory requirement for 10% Biodiversity Net Gain (BNG) for new Development Consent Order (DCO) developments (which is not yet in force). We have committed to deliver Net Gain of at least 10% or greater in environmental value (including BNG) on all construction projects including for river ecology. The Net Gain target for the Project is currently voluntary and aligned with our corporate sustainability commitment. As well as seeking to avoid and minimise our impacts to nature, the Project will consider the land required for watercourse mitigation, compensation and enhancement that can deliver BNG and wider environmental benefits, which will be identified as the Project design develops. This may require delivery of offsite Biodiversity Units via habitat creation or enhancement actions in strategic areas, and we will consider all options that are available to us.
4.7.58	Concern that the Project will result in a negative impact on wildlife / habitats.	Through routeing and siting, National Grid has sought and will continue to reduce as far as practicable potential impacts on biodiversity. The process of route design takes account of existing biodiversity, the natural environment and, where practicable, seeks to reduce potential impacts on areas of ecological sensitivity, through avoidance or mitigation. The Environmental Impact Assessment (EIA) for the Project will assess the impact and subsequent effects on biodiversity and if necessary, the mitigation requirements, such as habitat creation. We will continue to engage with Natural England on aspects relating to biodiversity and the natural environment, including appropriate mitigation measures and techniques, to take their views into account as the Project continues to develop. The Environment Act 2021 introduces a mandatory requirement for 10% Biodiversity Net Gain (BNG) for new Development Consent Order (DCO) developments (which is not yet in force). National Grid has committed to deliver Net Gain of at least 10% or greater in environmental value (including BNG) on all construction projects. The Net Gain target for the Project is currently voluntary and aligned with our corporate sustainability commitment. As well as seeking to avoid and minimise our impacts to nature, the Project will consider the land required for mitigation, compensation and enhancement that can deliver BNG and wider environmental benefits, which will be identified as the Project design develops. This may require delivery of offsite Biodiversity Units via habitat creation or enhancement actions in strategic areas, and we will consider all options that are available to us.

Section G: Basildon and Brentwood (and Chelmsford east of Ingatestone) Feedback

Figure 4.16- Basildon and Brentwood (and Chelmsford east of Ingatestone) section map

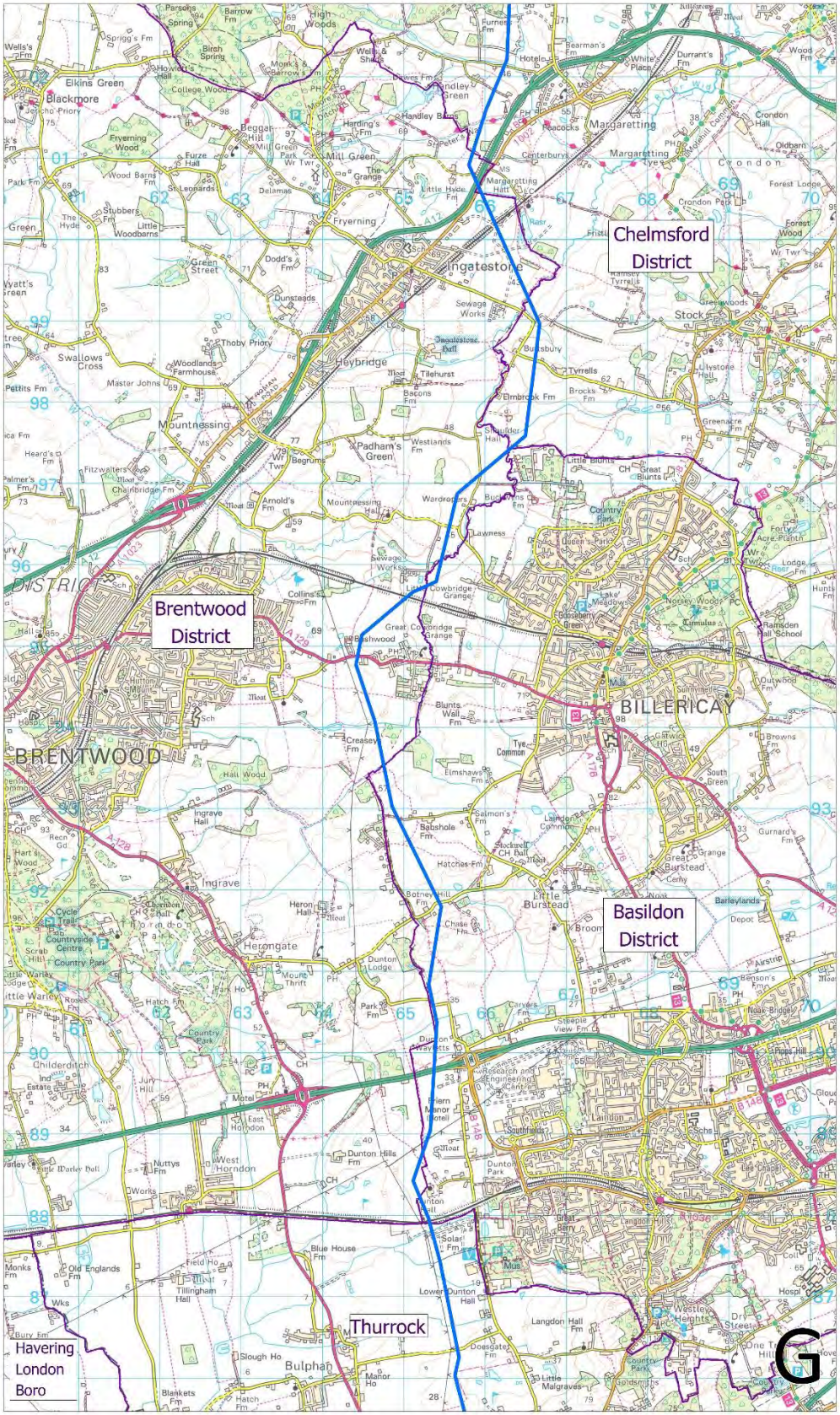


Table 4.8- Summary of consultee comments on **Section G: Basildon and Brentwood (and Chelmsford east of Ingatestone)** and National Grid's response

Ref no.	Summary of matters raised	National Grid's response
Agricultural Land		
4.8.1	Concern that the Project will take away valuable agricultural land / disrupt farming operations.	National Grid is and will continue to work with all landowners including farmers who may be affected by the proposals to understand the impacts on their operations and to work with them as the Project is developed. We will seek to work with the farming community to limit disruption where practicable. This includes providing prior warning of works which may result in the need to move livestock. Compensation claims for disturbance are considered on a case-by-case basis, if negative impact on farming operations can be proven. Particular agricultural matters can also be addressed through voluntary land agreements.
Airfields		
4.8.2	Concern about the impact of the Project on Chase Farm Airstrip / Suggestion that the Project is routed away from Chase Farm Airstrip.	National Grid has appointed an independent aviation consultancy which has engaged with (with National Grid also present) Chase Farm Airstrip. Following discussion and further assessment of alternatives it is not possible for us to route the alignment at a distance that allows the continued safe use of the airstrip. We are engaging and will continue to engage with the owner of the airstrip to find an appropriate solution.
Community / Social Impact		
4.8.3	Concern about the impact of the Project on children / families / residents / communities.	National Grid recognises people may have concerns about the potential impacts of living close to an overhead line, and that the uncertainty whilst the proposals are developed may cause anxiety. We have sought to reduce potential effects on communities, residents – including children - through routeing and design. We have also sought to reduce concern or uncertainty about the proposals through making timely design decisions and engaging with people and stakeholders throughout the development of the Project. The Project team will continue to engage with people potentially affected during the development of the Project, through regular communication including letters, phone calls and meetings. This will enable concerns to be raised and discussed at an early opportunity and provide a regular point of contact to respond to queries and concerns. We urge anyone with concerns to get in touch through the Norwich to Tilbury Freephone number, address or email throughout the development of the Project: • **Call our Community Helpline:** 0800 915 2497 (Lines are open Monday to Friday 9am-5:30pm) • **Email us:** contact@n-t.nationalgrid.com • **Write to us:** FREEPOST N TO T (No stamp or further address details are required) National Grid wants to leave a lasting positive impact where we build our projects, to help those areas and communities thrive and to support a sustainable future.

Ref no.	Summary of matters raised	National Grid's response
		Our Responsible Business Charter sets out our commitments and ensures that responsibility is woven through everything we do. It focusses on five key areas where we believe we can really make a difference: the environment, our communities, our people, the economy, and our governance. In addition, the Government recently ran a consultation seeking views on how community benefits should be delivered for communities that host onshore electricity transmission infrastructure. We will continue to work with the Government and regulator as they define the details of these schemes emerging from the consultation and, once published, will work to understand what this means for our projects.
4.8.4	Concern about the impact of the Project on leisure.	National Grid has a duty under the Electricity Act 1989 to have regard to the desirability of (amongst other things) preserving natural beauty, and to do what it reasonably can to mitigate the associated effects of new infrastructure. Through routeing and siting we have sought to avoid, as far as practicable, locations important for leisure and tourism. We will continue to consider these locations as we develop our proposals and seek to reduce effects, by implementing measures such as, the use of underground cables in the areas of highest amenity value (Dedham Vale Area of Outstanding Natural Beauty (AONB)), and appropriately control construction related traffic movements during the construction phase to minimise disruption to local road users. Where impacts on leisure and tourism are identified these will be presented within a Socio-economics, Recreation and Tourism assessment which is being undertaken as part of the Environmental Impact Assessment (EIA). As part of this assessment, a range of measures are being considered throughout the construction phase of the Project to minimise disruption on leisure and tourism. These include traffic management, signage and routeing measures. These will be identified within the Environmental Statement (ES), the Outline Code of Construction Practice (CoCP) and the Outline Construction Traffic Management Plan (CTMP).
4.8.5	Concern about the over development of the area (e.g., cumulative impact).	With regards to multiple developments impacting specific areas and / or receptors, planning applications for each development would be considered on their own merit by the relevant determining authorities. Any such application would be considered in accordance with planning policy and considerations, such as scale, suitability, and need. Where there is certainty of a development (such as a new residential development, an offshore wind farm and its associated onshore equipment etc) being constructed, and there is adequate information in the public domain to understand the impacts of that development on the receiving environment, these will be considered within the cumulative effects assessment of the Project. The cumulative effects assessment will follow the Planning Inspectorate's Advice Note 17 'Cumulative Effects Assessment' and will be presented in the Environmental Statement (ES). National Grid will continue to engage with other developers who are proposing development in proximity of the Project to understand their requirements.
4.8.6	Concern about the impact of the Project on the future Basildon Council Local Plan.	National Grid considers development proposals within the planning system or as indicated by relevant local plan or mineral plan allocations. We have considered those developments known and in some cases are proposing changes to reduce the potential for interaction in light of new information provided through feedback. Based on the available information and the potential for site designs and layouts to be adjusted, as will be published as part of the 2024 consultation, to respond to the presence of infrastructure, we do not consider the Project to be incompatible with

Ref no.	Summary of matters raised	National Grid's response
		development plans. Stakeholders have the opportunity to update us of any potential interactions in respect of future development in responding to our 2024 statutory consultation.
4.8.7	Concern about the impact of the Project on the future Brentwood Council Local Plan.	National Grid considers development proposals within the planning system or as indicated by relevant local plan or mineral plan allocations. We have considered those developments known and in some cases are proposing changes to reduce the potential for interaction. Based on the available information and the potential for site designs and layouts to be adjusted to respond to the presence of infrastructure, we do not consider the Project to be incompatible with development plans. Stakeholders have the opportunity to update us of any potential interactions in respect of future development in responding to our 2024 statutory consultation.
4.8.8	Concern about the Project being in too close proximity to recently built housing developments / land being considered for potential future development.	National Grid has obtained information on development proposals within the planning system. In some cases development proposals can be amended to be designed around our proposed infrastructure but in other cases our proposals may need to be amended at a corridor level or proposed developments factored into our detailed route design. Based on known information, and in light of changes made following consideration of feedback to the 2023 non-statutory consultation, we consider our proposals are consistent with relevant policy and guidelines and the alignment designed such that they do not prevent proposed housing developments. UK law does not prescribe minimum distances between overhead lines and homes, but any implications on landscape and visual receptors, residential amenity or from concerns about electromagnetic fields are robustly assessed as part of the Environmental Impact Assessment (EIA) and balanced as part of the decision making process. We will continue to review planning applications and engage with developers to back check and update our proposals as necessary.
4.8.9	Concern about the Project bisecting the community of Havering's Grove.	The 2023 preferred draft alignment is routed through the largest gap between properties that is available and is considered to be to the west of the majority of Havering's Grove. Alternatives further to the west are less preferred as they would oversail school grounds and those to the east are less preferred as they require routeing through narrower corridors between residential properties. Therefore, National Grid is not currently proposing a change to the 2023 draft alignment in this area. We will continue to make changes to the 2024 draft alignment as we receive further feedback and as the Project develops.
4.8.10	Concern about the Project causing communities to become encircled by overhead lines.	The 2024 preferred draft alignment has been routed to achieve some separation from the existing 400 kV overhead line, such that villages are not encircled by overhead lines to both sides. Separation is inevitably reduced in certain locations due to the presence of constraints to routeing and environmental features. Detailed assessment reported in the Environmental Impact Assessment (EIA) will identify any measures considered to be necessary to reduce likely significant effects which will also consider the potential for effects potentially arising from close paralleling existing 132 kV overhead line and new 400 kV overhead line infrastructure.
4.8.11	Suggest that any skills funding that is provided from the development could be used to invest in skills and employment development within the local area (including school engagement and	National Grid is working with stakeholders and communities to understand what is important to them and will endeavour to deliver initiatives in the region to support those priorities, which includes how we can support the aims and aspirations set out within Essex County Councils' developer's guide. Skills and employment are one of the areas being assessed and National Grid is extending the Grid for Good programme, and building other partnerships, to deliver training and skills development in the region, to encourage the next generation of green energy workers. In addition, the Government recently ran a consultation seeking views on how community benefits should be delivered for communities that host onshore electricity transmission infrastructure. We will continue to work with the

Ref no.	Summary of matters raised	National Grid's response
	funding towards Essex County Council's officer resource within the employment and skills team for consultation on and monitoring of any employment and skills strategy), and request that National Grid produce an employment and skills strategy plan (as required in the Essex developer's guide to infrastructure contributions).	Government and regulator as they define the details of these schemes emerging from the consultation and, once published, will work to understand what this means for our projects.
4.8.12	Suggest that National Grid collaborate with Everyone's Essex plan to provide skills and training through the Project to the area of Essex.	National Grid knows that its responsibility as a business goes beyond safely building new energy infrastructure to enable a cleaner, fairer, and affordable future. We want to leave a lasting positive impact where we build our projects, to help those areas and communities thrive and to support a sustainable future. Our Responsible Business Charter sets out our commitments and ensures that responsibility is woven through everything we do. It focusses on five key areas where we believe we can really make a difference: the environment, our communities, our people, the economy, and our governance. We are working with stakeholders and communities - including Essex County Council - to understand what is important to them and will endeavour to deliver initiatives in the region to support those priorities. There are four key areas where we believe we can bring benefit to those who are hosting the infrastructure that supports the green energy transition: • Natural Environment – we will build partnerships with environmental groups and non-governmental organisations (NGOs) where we can support initiatives that enhance the landscape, biodiversity, and availability of green space within the areas we are constructing our projects; • Net Zero – we will help to support the region in achieving its own net zero priorities; • Skills and Employment – we are extending our Grid for Good programme, and building other partnerships, to deliver training and skills development in the region, to encourage the next generation of green energy workers; and • Community Grant Programme – when projects are in construction, through our Community Grant Programme, charities and not- for- profit organisations can apply for a grant towards community-based initiatives that deliver social, economic, and environmental benefits. In addition, the Government recently ran a consultation seeking views on how community benefits should be delivered for communities that host onshore electricity transmission infrastructure. We will continue to work with the Government and regulator as they define the details of these schemes emerging from the consultation and, once published, will work to understand what this means for our projects.

Ref no.	Summary of matters raised	National Grid's response
Construction Impacts		
4.8.13	Concern about disruption from construction.	National Grid is undertaking an Environmental Impact Assessment (EIA) for the Project. The results of this assessment will be provided in the Environmental Statement (ES) that will accompany the Development Consent Order (DCO) application. The ES will identify and assess the likely significant effects on the environment resulting from the construction of the Project and will recommend appropriate mitigation measures (in consultation with relevant stakeholders) to reduce potential effects. Should consent be granted in 2026, it is anticipated that access and construction of the Project would commence in 2027, starting with enabling workings including site clearance activities, the installation of construction compounds and access roads. It is expected the main construction works will continue through to 2031. While the phasing of the construction programme is yet to be confirmed, it will be programmed and sequenced to reduce disruption to the local surroundings and the environment, residents, businesses and roads users as far as practicable. Further information will be presented in the ES. An Outline Code of Construction Practice (CoCP) and an Outline Construction Traffic Management Plan (CTMP) will be prepared and submitted with the DCO application. These documents will provide commitments to reduce construction impacts together with a framework for detailed management plans to be prepared at detailed design stage in order to reduce and mitigate potential impacts and / or disruptions that may arise during the construction phase.
4.8.14	Concern about noise and other disturbances resulting from construction (e.g., mud on roads, dust).	National Grid is undertaking an Environmental Impact Assessment (EIA) for the Project. The results of this assessment, which covers noise and other potential effects such as air quality, will be provided in the Environmental Statement (ES) that will accompany the Development Consent Order (DCO) application. The ES will identify and assess the likely significant effects on the environment resulting from the construction of the Project and will recommend appropriate mitigation measures (in consultation with relevant stakeholders) to reduce potential effects. We will be writing up our noise and vibration assessment that will form part of the EIA. Noise levels and the effect on residential properties as well as other sensitive areas, such as hospitals and schools are carefully considered during Project development, assessed according to the appropriate UK standards, and mitigated where necessary. We set strict technical standards for the equipment we install on our network. These standards include requirements to ensure the occurrence of audible noise is eliminated or minimised as far as practicable. Therefore, with appropriate mitigation, significant adverse effects from noise are not expected. As part of the DCO application, an Outline Code of Construction Practice (CoCP) and Outline Construction Traffic Management Plan (CTMP) will be submitted which will outline the good practice and standard control measures to reduce and mitigate potential impacts and / or disruptions that may arise during the construction phase. Many of the control measures will be based on the results from a Dust Risk Assessment (undertaken in accordance with Institute of Air Quality Management (IAQM) guidance) and will likely include wheel washing of vehicles and the correct and tidy management of works areas to reduce, as far as practicable, dust and mud entering the local road network in the form of 'track-out'.

Ref no.	Summary of matters raised	National Grid's response
4.8.15	Suggest screening and mitigation measures for construction impacts.	National Grid will implement standard mitigation measures to reduce construction impacts, and these will be outlined in the Outline Construction Traffic Management Plan (CTMP) and Outline Code of Construction Practice (CoCP).
Consultation		
4.8.16	Suggests that National Grid's evidence base must reflect the various housing market areas to confirm that the preferred route will not prevent future housing development (attention to be given to the overspill of housing needs from London/ industrialisation to the area and subsequent increased need for housing in Basildon). Concern that the Project will impact the viability of any housing allocation in Basildon (e.g. as it would affect the Council's ability to secure the necessary infrastructure contributions, including for affordable housing, and it could risk of poorer quality housing schemes being approved elsewhere in the borough to meet housing targets), and that National Grid's conclusions that the Project will not prevent housing development are premature (e.g. given the withdraw Basildon Local Plan 2014-34, and activity on the former site allocations).	National Grid considers development proposals within the planning system or as indicated by relevant local plan or mineral plan allocations. We have considered those developments known and in some cases are proposing changes to reduce the potential for interaction. Based on the available information and the potential for site designs and layouts to be adjusted to respond to the presence of infrastructure, we do not consider the Project to be incompatible with development plans. Stakeholders have the opportunity to update us of any potential interactions in respect of future development in responding to our 2024 statutory consultation and provide evidence of any residual effects on matters such as infrastructure contributions and housing delivery.

Ref no.	Summary of matters raised	National Grid's response
Design Change		
4.8.17	Suggest that (additional) underground cables should be used in this section.	National Grid has carefully considered the feedback received during the 2022 and 2023 non-statutory consultations, the alternatives available, and other factors including our duties and obligations. These duties include balancing the need to be economic and efficient, which includes keeping costs down in the interests of the bill-paying consumers, with a duty to have regard to preserving amenity, which includes the natural environment, cultural heritage, landscape and visual quality. National Policy Statement (NPS) EN-5 makes clear that *'the Government's position that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or Areas of Outstanding Natural Beauty (AONB))'.* The NPS also confirms that widespread and significant adverse landscape and/or visual impacts in other locations may also justify the use of undergrounding. We may also adopt underground cables in other circumstances such as to cross existing 400 kV overhead line infrastructure. After consideration of feedback on the 2023 non-statutory consultation and informed by additional study, we are now proposing to increase the extent of underground cabling by approximately 1.5 km to a total of approximately 20 km of underground cable at areas that are identified as of highest landscape value for example within the Dedham Vale AONB and within the vicinity of the AONB near Great Horkesley. Elsewhere along the 2024 preferred draft alignment, with the exception of the alignment near Diss, the higher cost of underground cables to bill-paying consumers, and the environmental implications of installing and maintaining them, are not considered to be justifiable in the context of national policy or National Grid's statutory duties. At Diss there remains an option to use underground cable but this is subject to consideration of the findings of ongoing investigations. Nevertheless, an Environmental Impact Assessment (EIA) will assess the impact of the Project and will identify any need for additional mitigation.
4.8.18	Suggest that existing overhead lines in this section should be removed.	The existing electricity transmission network provides power, via the local distribution network, into the local area where it is used in homes and businesses. Such lines cannot just be removed as power supplies would not be maintained. The need case and funding for the Project is to deliver the new network reinforcement needed, rather than to remove existing overhead lines which would need to be replaced by another form of connection such as underground cables. Unless required for crossings or mitigation, undergrounding existing overhead lines on the transmission network would not be in accordance with National Policy Statement (NPS) EN-5 and would result in substantial cost to bill payers. There may also be significant environmental impacts due to the removal works on sensitive ecological and archaeological receptors as well as constraints from either existing buildings or unsuitable ground conditions.
4.8.19	Suggest that the Project is re-routed between pylon TB214 and TB218, so that the oversailing of the designated Green Lane happens south of the junction with Dunton Road to reduce the adverse landscape impacts (i.e., there	Routeing in this location is influenced by restrictions to both sides of the preferred draft alignment to both the north and south and also seeks to consider effects on other interests and achieve the preferred draft alignment without undue deviation. National Grid also considers that the positioning of the angle pylon to the side and downhill from the properties identified is preferred to this being more directly in view to the south-west. No change is currently proposed but we will continue to make changes to the 2024 preferred draft alignment where practicable as we receive further feedback and as the Project develops. We are undertaking an Environmental Impact Assessment (EIA) to assess the potential impact of the Project, and this will identify any need for additional mitigation.

Ref no.	Summary of matters raised	National Grid's response
	is a gap of about 100 m before residential properties begin).	
4.8.20	Suggest that the Project is re-routed or undergrounded between pylon TB182 and TB198 to mitigate impact on St Peters Way long distance footpath and the River Wid.	National Grid has carefully considered the feedback received during the 2023 non-statutory consultation, the alternatives available, and other factors including our duties and obligations. These duties include balancing the need to be economic, efficient, and keep costs down in the interests of the bill-paying consumers, balanced against a duty to have regard to preserving amenity, the natural environment, cultural heritage, landscape, and visual quality. National Policy Statement (NPS) EN-5 makes clear that *'the Government's position that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e., National Parks, The Broads, or Areas of Outstanding Natural Beauty)'.* The NPS also confirms that widespread and significant adverse landscape and/or visual impacts in other locations may also justify the use of undergrounding. We may also adopt underground cables in other circumstances such as to cross existing 400 kV overhead line infrastructure. No such designations or crossing locations have been identified in this section which is therefore proposed as an overhead line at this stage. Several alternative routes have been assessed in this area, a route further west was less preferred (as set out in the 2023 non-statutory consultation Design Development Report) as it would increase effects on the Grade I Listed Ingatestone Hall, and whilst potentially more direct, would be much less consistent with Holford Rule Two and be positioned between the Hall and Church. A route further east of Buttsbury Church (for example passing to the east of White Tyrells) is also less preferred as it would be less direct, slightly longer and be on relatively higher ground. It is considered less consistent with Holford Rules 3 and 4 though slightly more consistent with Holford Rule Two by reducing effects on the church. We are undertaking an Environmental Impact Assessment (EIA) to assess the potential impact of the Project, and this will identify any need for additional mitigation.
4.8.21	Suggest that the Project is routed away from Hutton East altogether from pylon TB211 at Sudbury Farm Road junction onwards through the farmland in Billericay at London Road, avoiding Havering's Grove as a whole and rejoining the main route at pylon TB200, shifting them west away from the houses, school and farms in Havering's Grove.	This proposed routeing to the east of Havering's Grove has been reviewed. National Grid notes however that numerous residential properties along London Road between Havering's Grove and the edge of Billericay provide a barrier. The widest gap between properties is approximately 70 m which positions the alignment around 35 m from residential properties if positioned midway between properties. The 2023 preferred draft alignment presented in the 2023 non-statutory consultation is routed through a wider gap being positioned around 70 m from the nearest property. Therefore, we are not currently proposing a change to the 2023 preferred draft alignment in this area. We will continue to make changes to the 2024 preferred draft alignment as we receive further feedback and as the Project develops.
4.8.22	Suggest that the Project is routed away from populated / residential areas.	Deciding where and how to build new high voltage electricity lines is a complex issue and National Grid is mindful of the potential effects this infrastructure may have on local communities and the concerns these may bring. We recognise that people living near our transmission infrastructure, including high voltage overhead lines, may have

Ref no.	Summary of matters raised	National Grid's response
		concerns about audible noise and potential health impacts. It has sometimes been suggested that minimum distances between properties and overhead lines should be prescribed. We do not consider this appropriate since each instance must be dealt with on its merits. However, we have always sought to route new lines away from residential property on grounds of general amenity where practicable. Projects of this nature are required to assess the potential environmental impacts of the proposals, and report on those, and set out proposed mitigation, in an Environmental Statement (ES) in accordance with the relevant Environmental Impact Assessment (EIA) Regulations. The EIA starts early in the process and, in that respect, a considerable amount of assessment work has been undertaken to allow preliminary judgements to be made about the design and routeing of the Project. This has been set out in various publications (The Corridor and Preliminary Routeing and Siting Study (CPRSS), published as part of the 2022 non-statutory consultation, the Design Development Report, 2022 Non-Statutory Consultation Feedback Report and Strategic Options Backcheck and Review, published as part of the 2023 non-statutory consultation) with feedback helping shape the preliminary proposals. Further detailed assessment work has been undertaken since the 2023 non-statutory consultation and is published in the Preliminary Environmental Information Report (PEIR) to accompany the statutory consultation stage of the Project. We will be writing up our noise and vibration assessment that will, in addition to other topic specific assessments, form part of the EIA for the Project. Noise levels and the effect on residential properties as well as other sensitive areas, such as hospitals and schools, are carefully considered during planning, assessed according to the appropriate UK standards, and mitigated where necessary. We set strict technical standards for the equipment we install on our network. These will apply to the proposed new East Anglia Connection Node (EACN) substation located in the Tendring District, and extensions required to the existing Norwich Main, Bramford, and Tilbury Substations. These standards include requirements to ensure the occurrence of audible noise is eliminated or reduced as far as practicable. Therefore, significant adverse effects from noise are not expected. Noise from overhead lines is predominately determined by the conductor design, voltage and weather conditions. The overhead line will be designed using a relatively quiet conductor that meets the design specification required, and operational noise is not likely to be significant at nearby sensitive receptors under any weather conditions. Should the iterative design process result in alternative conductor types be used, consideration for this would be assessed within the EIA. Pylon fittings, such as insulators, dampers, spacers, and clamps, are also designed and procured in accordance with a series of National Grid Technical Specifications to reduce the potential for audible noise and tones to occur from all types of fittings. Where noise does occur, it is likely to be localised and of short duration. If this is due to a fault, action can be taken to rectify it. A technical note would be submitted as part of the application for development consent to support scoping out noise associated with overhead lines from the ES. We will also be writing up our Landscape and Visual Impact Assessment (LVIA) that will form part of the EIA for the Project. This will include a write-up of an assessment on both landscape character and visual amenity. Where likely significant effects are anticipated the LVIA will consider and identify areas where it may be necessary and appropriate to put forward potential mitigation as part of an iterative design and assessment process. The health and safety of the public, local communities and employees is central to everything that we do. The UK has a carefully thought-out set of policies for protecting us all against Electric and Magnetic Fields (EMFs), the main component of which is exposure guidelines. The exposure guidelines are set by independent scientific bodies and are based on decades-long studies into the effects of EMFs and ill health. After those decades of research, the

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		weight of evidence is against there being any health risks of EMFs below the guideline limits. Our approach is to ensure that our network comply with those policies, which are set by Government on the advice of their independent advisors. The Project will be designed to ensure it is fully compliant with these policies and guidelines. This ensures that health concerns are properly and adequately addressed. Policies for both noise and EMF are incorporated into the decision-making process for development consent as set out in National Policy Statement (NPS) EN-5. It is National Grid's policy to ensure that all its equipment complies fully with those policies and guidelines. The application for a Development Consent Order (DCO) will include assessments against these polices, including both construction and operational noise and EMF.
4.8.23	Suggest that the Project should run in closer to / parallel to the existing 400 kV overhead lines.	National Grid notes the potential for close paralleling existing overhead lines to reduce the level of effects that may arise from a new overhead line. However, where existing overhead lines are present along the proposed route, there are constraints and features that mean, overall, we consider close paralleling would lead to greater effects on receptors in the area and be less compliant with the Holford Rules or be less consistent with the policy to be economic and efficient. A number of residential properties are present in close proximity to the existing 400 kV overhead line meaning that if the overhead lines were close paralleled it would result in the properties having an overhead line close to both sides. There are also some locations where the combination of existing physical and environmental features (road infrastructure, commercial and residential properties etc) present very substantial challenges to routeing and siting. As a result, whilst close paralleling may appear beneficial in some sections, overall, the increased environmental effects where the overhead lines have to converge and diverge, and those increased effects on properties with overhead lines on both sides are considered greater than those introduced by a new overhead line separated from existing 400 kV overhead lines. Whilst crossings and use of underground cable technology may be able to address various constrained locations, we consider the costs and environmental effects arising from the additional infrastructure required to be less compliant with our duties and relevant policies.
4.8.24	Suggest that the underground cables are used at the emerging Dunton Hills Garden Village (i.e. consistent with plans to bury existing cables).	National Grid has carefully considered the feedback received during the 2023 non-statutory consultation, the alternatives available, and other factors including our duties and obligations. These duties include balancing the need to be economic, efficient, and keep costs down in the interests of the bill-paying consumers, balanced against a duty to have regard to preserving amenity, the natural environment, cultural heritage, landscape, and visual quality. The National Policy Statement (NPS) EN-5 makes clear that *'the Government's position that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or Areas of Outstanding Natural Beauty (AONB))'.* The NPS also confirms that widespread and significant adverse landscape and/or visual impacts in other locations may also justify the use of undergrounding. We may also adopt underground cables in other circumstances such as to cross existing 400 kV overhead line infrastructure. No such designations or crossing locations have been identified in this section which is therefore proposed as an overhead line at this stage. We are undertaking an Environmental Impact Assessment (EIA) to assess the potential impact of the Project, and this will identify any need for additional mitigation. Further information on how we have assessed the possibility of undergrounding at this location can be found in Chapter 5 of the 2024 Design Development Report (DDR).

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4.8.25	Suggest that underground cables are used for the entire Project.	National Grid has carefully considered the feedback received during consultation, the alternatives available, and other factors including our duties and obligations. These duties include balancing the need under The Electricity Act 1989 to be economic and efficient, which includes keeping costs down in the interests of the bill-paying consumers, with a duty to have regard to preserving amenity, which includes the natural environment, cultural heritage, landscape and visual quality. The National Policy Statement (NPS) EN-5 makes clear that *'the Government's position that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or Areas of Outstanding Natural Beauty (AONB))'.* The NPS also confirms that widespread and significant adverse landscape and/or visual impacts in other locations may also justify the use of undergrounding. We may also adopt underground cables in other circumstances such as to cross existing 400 kV overhead line infrastructure. Therefore, whilst undergrounding the whole route is not considered appropriate, National Grid's proposals do include underground cable within the Dedham Vale AONB in accordance with NPS EN-5. Prior to our 2023 non-statutory consultation we identified the need to extend the underground cable beyond the AONB boundary because of potential effects, we have further extended this section of underground cable following consideration of feedback on our 2023 non-statutory consultation and additional investigation into potential effects. We also identified an approximately 4 km section near Great Horkesley as meeting the particularly sensitive criteria where underground cable is also proposed and following consideration of feedback to the 2023 non-statutory consultation, we are reviewing the potential to utilise around 2 km of underground cable near Diss though this is subject to review of the findings of ground investigations and further studies. Additionally, underground cable is proposed at Fairstead for a 400 kV overhead line crossing and for around 5 km for the crossing of the Lower Thames Crossing (LTC) proposals and line entry to Tilbury Substation.
4.8.26	Suggest that underground cables are used for the Project at Hutton (pylons TB197-TB213).	National Grid has carefully considered the feedback received during the 2023 non-statutory consultation, the alternatives available, and other factors including our duties and obligations. These duties include balancing the need to be economic, efficient, and keep costs down in the interests of the bill-paying consumers, balanced against a duty to have regard to preserving amenity, the natural environment, cultural heritage, landscape, and visual quality. National Policy Statement (NPS) EN-5 makes clear that *'the Government's position that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or Areas of Outstanding Natural Beauty)'.* The NPS also confirms that widespread and significant adverse landscape and/or visual impacts in other locations may also justify the use of undergrounding. We may also adopt underground cables in other circumstances such as to cross existing 400 kV overhead line infrastructure. No such designations or crossing locations have been identified in this section which is therefore proposed as an overhead line at this stage. We are undertaking an Environmental Impact Assessment (EIA) to assess the potential impact of the Project, and this will identify any need for additional mitigation.
4.8.27	Suggest that underground cables are used for the Project	National Grid has carefully considered the feedback received during the 2023 non-statutory consultation, the alternatives available, and other factors including our duties and obligations. These duties include balancing the need

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	at Ingatestone (pylons TB182-TB198).	to be economic, efficient, and keep costs down in the interests of the bill-paying consumers, balanced against a duty to have regard to preserving amenity, the natural environment, cultural heritage, landscape, and visual quality. National Policy Statement (NPS) EN-5 makes clear that *'the Government's position that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or Areas of Outstanding Natural Beauty (AONB))'*. The NPS also confirms that widespread and significant adverse landscape and/or visual impacts in other locations may also justify the use of undergrounding. We may also adopt underground cables in other circumstances such as to cross existing 400 kV overhead line infrastructure. No such designations or crossing locations have been identified in this section which is therefore proposed as an overhead line at this stage. We are undertaking an Environmental Impact Assessment (EIA) to assess the potential impact of the Project, and this will identify any need for additional mitigation.
4.8.28	Suggestion that the Project is routed away from / the Project should not be located at a specific location.	Further assessment and technical appraisal have been undertaken following feedback received from the 2023 non-statutory consultation which has resulted in several changes to the current draft alignment. Further details on these changes can be found in the Design Development Report (DDR), published as part of the 2024 statutory consultation. Further changes to the draft alignment will be considered as the Project develops.
4.8.29	Suggestion that the Project is routed away from / the Project should not be located at Billericay.	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Billericay. In the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the draft alignment. Guidelines on overhead line routeing are known as the Holford Rules which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Chapter 1 of this report.
4.8.30	Suggestion that the Project is routed away from / the Project should not be located at Brentwood.	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Brentwood. In the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the draft alignment. Guidelines on overhead line routeing are known as the Holford Rules which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Chapter 1 of this report.
4.8.31	Suggestion that the Project is routed away from / the Project should not be located at Crown Hill / Dunton Hill.	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Crown Hill / Dunton Hill. In the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the draft alignment. Guidelines on overhead line routeing are known as the Holford Rules which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Chapter 1 of this report.
4.8.32	Suggestion that the Project is routed away from / the Project should not be located at Dunton Hills Garden Village.	National Grid notes the respondent's preference but in the absence of new evidence or further information we continue to consider the 2023 preferred draft alignment to be appropriate subject to a number of detailed changes which include a partial change of the alignment in this vicinity. We will publish the changes as part of our 2024 statutory consultation. We will continue to make changes to the 2024 preferred draft alignment where practicable as

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		we receive further feedback and as the Project develops. We are undertaking an Environmental Impact Assessment (EIA) to assess the potential impact of the Project, and this will identify any need for additional mitigation.
4.8.33	Suggestion that the Project is routed away from / the Project should not be located at Havering's Grove.	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Havering's Grove. We have reviewed alternative alignments in this area but remain of the view that the current draft alignment should be taken forward at this time. Further details on the alternatives considered can be found in the Design Development Report (DDR), published as part of the 2024 statutory consultation. Further changes to the draft alignment will be considered as the Project develops.
4.8.34	Suggestion that the Project is routed away from / the Project should not be located at Hutton.	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Hutton. In the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the draft alignment. Guidelines on overhead line routeing are known as the Holford Rules which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Chapter 1 of this report.
4.8.35	Suggestion that the Project is routed away from / the Project should not be located at Ingatestone.	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Ingatestone. In the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the draft alignment. Guidelines on overhead line routeing are known as the Holford Rules which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Chapter 1 of this report.
4.8.36	Suggestion that the Project is routed away from / the Project should not be located at Ingatestone Hall and Hylands House.	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Ingatestone Hall and Hylands House. In the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the draft alignment. Guidelines on overhead line routeing are known as the Holford Rules which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Chapter 1 of this report. We are undertaking an Environmental Impact Assessment (EIA) to assess the potential impacts on Heritage assets such as Ingatestone Hall and Hylands House and park and garden, and this will identify any need for additional mitigation.
Economic / Employment Impact		
4.8.37	Concern about the negative impact on businesses in the area.	Through the routeing and siting exercise National Grid has sought and will continue to reduce as far as practicable impacts to businesses. To reduce potential impacts, we are identifying businesses and enterprises and their primary function, and also those that are likely to generate tourism such as private gardens and parks. These have been and will continue to be considered during the iterative design process. Impacts on local businesses will be presented within a Socio-economics, Recreation and Tourism assessment which is being undertaken and will be written up to form part of the Environmental Impact Assessment (EIA). As part of this assessment, a range of measures will be considered throughout the construction phase of the Project to minimise

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		disruption to businesses and their users. These measures will be identified within the Environmental Statement (ES) that will accompany the Development Consent Order (DCO) application.
Environmental Impact		
4.8.38	Concern about the negative impact of the Project on the Green Belt(s).	To connect a new transmission connection into Tilbury Substation it will be necessary to route through the Metropolitan Green Belt. National Grid has considered the effects on the Green Belt and all of the options connecting into Tilbury identified in the Corridor and Preliminary Routeing and Siting Study (CPRSS) would result in new and upgraded infrastructure in the Green Belt. The National Electricity Transmission System (NETS) transports energy from where it is generated to where it is used, in homes, schools, hospitals, businesses, and factories. Electricity networks are an established feature in our landscapes, taking energy across open countryside to towns and cities where it is needed. To ensure the national electricity network can transport energy efficiently there are numerous electricity transmission connections crossing Green Belts. Many of these connections are by way of overhead lines. By their nature, electricity transmission infrastructure (overhead lines) within the Green Belt is inevitable due to the need to transport energy around the country and the need to avoid the most built-up areas around our towns and cities (Holford Rule Supplementary Note 1). Some electricity infrastructure such as overhead lines, are considered to be engineering operations. By the nature of their design, and the sensitive siting, some of this infrastructure such as pylons and conductors may not be considered inappropriate development in the Green Belt as they do not conflict with Green Belt purposes and preserve openness. Although overhead lines may occupy long corridors within Green Belt, they involve little physical change to the land through which they pass and leave a large majority of the land beneath them free from development and therefore open. National Grid will submit a Planning Statement with its Development Consent Order (DCO) application which will assess the impacts of the Norwich to Tilbury Project on the Green Belt.
4.8.39	Concern that the Project will impact designated sites (e.g., Sites of Special Scientific Interest (SSSI), Ancient Woodland and a Royal Society for the Protection of Birds (RSPB) reserve).	Through routeing and siting, National Grid has sought and will continue to reduce as far as practicable impacts on biodiversity and in particular features of high ecological value, such as Sites of Special Scientific Interest (SSSI), Special Protection Areas (SPAs), Ramsar sites and Ancient Woodland. The process of route design takes account of existing biodiversity, the natural environment and, where practicable, seeks to reduce potential impacts on areas of ecological sensitivity, through avoidance or mitigation. The Environmental Impact Assessment (EIA) for the Project will assess the effects on biodiversity (which includes receptors such as SSSIs, SPAs, Ramsar sites and Ancient Woodland) and where necessary will detail mitigation requirements. The assessment methodology has been discussed and agreed with Natural England and the assessment will be presented in the Environmental Statement (ES) or Habitats Regulations Assessment (HRA) depending on potential impact pathways. We will continue to engage with Natural England, the Royal Society for the Protection of Birds (RSPB) and other relevant stakeholders on aspects relating to biodiversity and the natural environment, including appropriate mitigation measures and techniques, and will take their views into account as the Project continues to develop.

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4.8.40	Concern that the Project will result in a negative impact on the environment generally (no details given).	Through routeing and siting, National Grid has sought and will continue to reduce as far as practicable impacts on the environment. National Grid is undertaking an Environmental Impact Assessment (EIA) for the Project. The results of this assessment will be provided in the Environmental Statement (ES) that will accompany the Development Consent Order (DCO) application. The ES will identify and assess the likely significant effects on the environment resulting from the construction and operation (and maintenance) of the Project and will recommend appropriate mitigation measures to reduce potential effects. The scope of the EIA is included in the Scoping Report which was submitted to the Planning Inspectorate in November 2022. We will continue to engage with a range of stakeholders (including Statutory Environmental Bodies (SEBs) and relevant Local Planning Authorities (LPAs)) throughout the development of the Project design and environmental assessment work.
4.8.41	Suggests a sufficient buffer zone (30 metre distance suggested as precautionary) should be maintained between the Project and designated Ancient Woodland.	Where reasonably practical the Project will seek to increase the minimum buffer zone of 15 m (National Planning Policy Framework (NPPF) standing advice) from designated Ancient Woodland. Other mitigation measures, for example, the use of screening barriers to protect Ancient Woodland from dust and pollution will be considered for the Project and detailed within the Register of Environmental Actions and Commitments (REAC).
Financial Compensation		
4.8.42	Concern that the Project will devalue property / impact on property value in this section.	National Grid acknowledges that its proposals may cause concern to landowners. Diminishment of property value known as 'injurious affection' and any other appropriate heads of claim will be considered on an individual basis in accordance with current legislation. We will pursue a voluntary agreement with affected landowners, acquiring rights in accordance with our Land Rights Strategy (the strategy is subject to review). If a voluntary agreement cannot be reached, then the Compulsory Purchase Code allows for a claim of compensation for the loss that property owners may have suffered as a direct result of the retained part of your property ownership being worth less as a direct result of the works. If there are any specific concerns about the devaluation of property National Grid would advise seeking third party advice or alternatively please contact the Project team: Norwich-Tilbury@fishergerman.co.uk or by calling us on Freephone 0808 175 3314. Alternatively, you can write to Norwich to Tilbury Land Team, Fisher German, The Atrium, Risby Business Park, Newmarket Road, Risby, Bury St Edmunds, IP28 6RD.
4.8.43	Request for adequate financial compensation / suggest that impacted individuals need to be compensated.	All affected landowners will be compensated for any temporary/permanent losses, and this will be dealt with on a case-by-case basis. If there are any specific concerns requiring compensation and how it will be assessed, please contact the Project team: Norwich-Tilbury@fishergerman.co.uk or by calling us on Freephone 0808 175 3314. Alternatively, you can write to Norwich to Tilbury Land Team, Fisher German, The Atrium, Risby Business Park, Newmarket Road, Risby, Bury St Edmunds, IP28 6RD

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		Additionally, we await details of how Government intends to implement its proposals for those living in close proximity to new electricity infrastructure.
Health, Safety and Wellbeing		
4.8.44	Concern that the Project may result in a negative impact on mental health / health and wellbeing.	National Grid recognises people may have concerns about the health effects of living close to an overhead line, and that the uncertainty whilst the proposals are developed may cause anxiety. We have sought to reduce potential effects on communities and residents through routeing and design. We have also sought to reduce concern or uncertainty about the proposals through making timely design decisions and engaging with the people and stakeholders throughout the development of the Project. The Project team will continue to engage with people potentially affected during the development of the Project, through regular communication including letters, phone calls and meetings. This will enable concerns to be raised and discussed at an early opportunity and provide a regular point of contact to respond to queries and concerns. We urge anyone with concerns to get in touch through the Norwich to Tilbury Freephone number, address or email throughout the development of the Project: • **Call our Community Helpline:** 0800 915 2497 (Lines are open Monday to Friday 9am-5:30pm) • **Email us:** contact@n-t.nationalgrid.com • **Write to us:** FREEPOST N TO T (No stamp or further address details are required) The UK has a carefully thought-out set of policies for protecting us all against Electric and Magnetic Fields (EMFs), the main component of which is exposure guidelines. Those exposure guidelines are set by independent scientific bodies and are based on decades-long studies into the effects of EMFs and ill health. After those decades of research, the weight of evidence is against there being any health risks of EMFs below the guideline limits. These policies are incorporated into the decision-making process for development consent in National Policy Statement (NPS) EN-5. It is National Grid's policy to ensure that all of its equipment comply fully with those exposure limits. Our approach is to ensure that all our equipment complies with the policies, which are set by Government on the advice of their independent advisors. The proposed overhead lines, underground cables and substation will be designed to ensure they are fully compliant with these policies and guidelines. This ensures that health concerns relating to EMFs are properly and adequately addressed.
4.8.45	Concern that the siting of overhead lines presents a risk to light aircrafts in the area.	Our review of airfields within 4 km of the preferred corridor identified 10 General Aviation (GA) sites, one military site (Wattisham Flying Station) and the Mid and South Essex National Health Service (NHS) Broomfield Hospital which receives helicopters from a helipad on the roof of the main hospital building. We have also considered other airfields and flight activities where these have been identified through the 2022 and 2023 non-statutory consultations including for ballooning and for model flying. As well as considering feedback, National Grid's aviation advisers (an independent aviation consultancy) have directly engaged with these parties. A number of route alignment and pylon positioning changes have been made following consideration of feedback and in all but one case the assessment concludes that the airfields can continue to operate. In the remaining case of a private airstrip near Little Burstead we continue to liaise with the operator to identify an appropriate solution.

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		Specifically in respect of Wattisham Flying Station our proposals position the alignment onto relatively lower ground (to remove the potential for interference with Instrument Landing System (ILS) radar) and adopt an alignment closer to the existing 132 kV overhead line and include replacing part of the 132 kV line south of Offton by underground cable to avoid a new overhead line corridor being introduced. We will continue to engage with relevant parties as appropriate throughout the project development process.
Heritage		
4.8.46	Concern about archaeological impacts (including impacts on sites of significance).	Through routeing and siting National Grid has sought and will continue to reduce as far as practicable potential impacts on the historic environment. We will be writing up our Historic Environment Assessment which will form part of the Environmental Impact Assessment (EIA) and will identify likely significant effects on archaeological sites. To inform this assessment, we are undertaking desk-based assessment and a suite of archaeological surveys to understand the baseline historic environment and refine the Project design further. We will continue to engage with Historic England and relevant Local Planning Authorities (LPAs) on aspects relating to heritage, including appropriate mitigation measures and techniques and to take their views into account as the Project continues to develop.
4.8.47	Concern about the negative impact on heritage buildings / listed buildings / historical site and suggest that the Project is routed away from or not located at heritage buildings / listed buildings / historical sites.	Through routeing and siting National Grid has sought to and will continue to reduce as far as practicable potential impacts on the historic environment, including listed buildings and known heritage assets. If potential impacts on the historic environment are identified, we will explore a range of mitigation measures such as careful siting of pylons and screening (both new and existing) to reduce potential impacts where practicable. This will be presented within the Historic Environment Assessment which will be written up and will form part of the Environmental Impact Assessment (EIA) for the Project. We will continue to engage with Historic England and relevant Local Planning Authorities (LPAs) on aspects relating to heritage, including appropriate mitigation measures and techniques and will take their views into account as the Project continues to develop.
Mitigation		
4.8.48	Suggest mitigation measures (e.g., through planting and screening measures/ replanting / rewilding / habitats replacement).	Through the routeing and siting exercise, National Grid has sought to, and will continue to seek to maximise the use of existing landform and vegetation to screen and filter views of the Project as far as practicable as it passes through the wider landscape. Where new infrastructure is required as part of the Project and the Environmental Impact Assessment (EIA) concludes that additional mitigation would be appropriate, measures to reduce effects can include the use of underground cables in the areas of highest amenity value (e.g. the Dedham Vale Area of Outstanding Natural Beauty (AONB)), sympathetic siting of infrastructure including substations, Cable Sealing End (CSE) compounds and pylons, and where necessary a range of mitigation planting for the purpose of softening and screening. The Environment Act 2021 introduces a mandatory requirement for 10% Biodiversity Net Gain (BNG) for new Development Consent Order (DCO) developments (which is not yet in force). We have committed to deliver Net Gain of at least 10% or greater in environmental value (including BNG) on all construction projects. The Net Gain target for the Project is currently voluntary and aligned with our corporate sustainability commitment.

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		As well as seeking to avoid and minimise impacts to nature, the Project will consider the land required for mitigation, compensation and enhancement that can deliver BNG and wider environmental benefits, which will be identified as the Project design develops. This may require delivery of offsite Biodiversity Units via habitat creation or enhancement actions in strategic areas, and we will consider all options that are available to us.
Question		
4.8.49	Query regarding the specific planning reasons for National Grid ruling out undergrounding of the Basildon/Brentwood stretch of the route (excluding meeting obligations to the taxpayer), and whether a robust cost benefit analysis and options appraisal setting out the above been undertaken to date, and if not on what grounds can this be justified?	National Grid has carefully considered the feedback received during the 2023 non-statutory consultation, the alternatives available, and other factors including our duties and obligations. These duties include balancing the need to be economic and efficient, which includes keeping costs down in the interests of the bill-paying consumers, with a duty to have regard to preserving amenity, which includes the natural environment, cultural heritage, landscape, and visual quality. National Policy Statement (NPS) EN-5 makes clear that *'the Government's position that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or Areas of Outstanding Natural Beauty (AONB))'*. The NPS also confirms that widespread and significant adverse landscape and/or visual impacts in other locations may also justify the use of undergrounding. We may also adopt underground cables in other circumstances such as to cross existing 400 kV overhead line infrastructure. No such designations or crossing location is present in the Basildon / Brentwood area which is therefore proposed as an overhead line at this stage. We are undertaking an Environmental Impact Assessment (EIA) to assess the potential impact of the Project, and this will identify any need for additional mitigation. National Grid does not complete cost benefit analysis of options that are not in line with policy.
Requests		
4.8.50	Request for information about the Project specific to the Basildon area (e.g. request for information on the financial modelling National Grid has done on the cost of undergrounding / why undergrounding was rejected between Basildon and Brentwood / how National Grid will assess the impacts of lost economic growth, lost development sites etc. / on the benefits of the route on local communities (e.g. how many apprenticeships will be	National Grid has carefully considered the feedback received during the 2023 non-statutory consultation, the alternatives available, and other factors including our duties and obligations. These duties include balancing the need to be economic and efficient, which includes keeping costs down in the interests of the bill-paying consumers, with a duty to have regard to preserving amenity, which includes the natural environment, cultural heritage, landscape, and visual quality. National Policy Statement (NPS) EN-5 makes clear that *'the Government's position that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or Areas of Outstanding Natural Beauty (AONB))'.* The NPS also confirms that widespread and significant adverse landscape and/or visual impacts in other locations may also justify the use of undergrounding. We may also adopt underground cables in other circumstances such as to cross existing 400 kV overhead line infrastructure. No such designations or crossing location is present in the Basildon area which is therefore proposed as an overhead line at this stage. Changes to the 2023 preferred draft alignment are proposed to route the overhead line closer to the gas pipeline that routes north to south in this general area. National Grid considers that this will reduce the potential for effects on development. These changes will be shared as part of the 2024 statutory consultation. We are undertaking an Environmental Impact Assessment (EIA) to assess the potential impact of the Project, and this will identify any need for additional mitigation. It is National Grid's view that it is for the Planning Authority or

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	created, how will household bills be made cheaper etc.).	developers to identify the extent to which their proposals may be affected and to raise this as part of their feedback to the 2024 statutory consultation.
4.8.51	Request for information how the current route alignment has taken account of the statutory plan- making functions as they apply to Basildon Council.	National Grid considers development proposals within the planning system or as indicated by relevant local plan or mineral plan allocations. We have considered those developments known and in some cases are proposing changes to reduce the potential for interaction. Based on the available information and the potential for site designs and layouts to be adjusted to respond to the presence of infrastructure, we do not consider the Project to be incompatible with development plans. Stakeholders have the opportunity to update us of any potential interactions in respect of future development areas in responding to our 2024 statutory consultation.
4.8.52	Request for National Grid to clarify the Project's impact on the new Freeport (Thames Estuary growth project) and wider employment/ future housing needs in the area.	Based on available information National Grid does not consider that the proposals are conflicting with the new Freeport. We will provide further information in our 2024 statutory consultation and will consider any feedback that identifies a need to amend the Project due to effects of concern to the respondent.
Visual Impact		
4.8.53	Concern that the Project will be unsightly / visually intrusive (e.g., overhead lines, Cable Sealing End (CSE) compounds and substations).	The relevant National Policy Statement (NPS) is EN-5 which makes it clear that the Government considers overhead lines to be appropriate and acceptable in most instances, although it recognises that that there may be, at particularly sensitive locations, potential adverse landscape and visual impacts of an overhead line that make it inconsistent with our duties and relevant planning policy. In such cases the use of 400 kV underground cable would be adopted between carefully sited Cable Sealing End (CSE) compounds noting that such structures themselves may give rise to visual effects. The proposed East Anglia Connection Node (EACN) substation siting has also considered the potential for landscape and visual effects and whether particular sites provide greater screening or potential for screening to reduce effects. Projects of this nature are required to assess the potential environmental impacts of the proposals, and report on those, and set out proposed mitigation, in an Environmental Statement (ES) in accordance with the relevant Environmental Impact Assessment (EIA) Regulations. The EIA starts early in the process and, in that respect, a considerable amount of assessment work has been undertaken to allow preliminary judgements to be made about the design and routeing of the Project. This has been set out in various publications (The Corridor and Preliminary Routeing and Siting Study (CPRSS), published as part of the 2022 non-statutory consultation, the Design Development Report, 2022 Non-Statutory Consultation Feedback Report and Strategic Options Backcheck and Review, published as part of the 2023 non-statutory consultation) with feedback helping shape the preliminary proposals. Further detailed assessment work has been undertaken since the 2023 non-statutory consultation and is published in the Preliminary Environmental Information Report (PEIR) to accompany the statutory consultation stage of the Project. National Grid will be writing up its Landscape and Visual Impact Assessment (LVIA) that will, in addition to other topic specific assessments, form the latter part of the EIA for the Project. This will include a write-up of an assessment on both landscape character and visual amenity. Where likely significant effects are anticipated the LVIA will consider

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		and identify areas where it may be necessary and appropriate to put forward potential mitigation such as screen planting and softening as part of an iterative design and assessment process.
4.8.54	Concern that the Project will cause a negative impact on landscape / views.	The relevant National Policy Statement (NPS) is EN-5 which makes it clear that the Government considers overhead lines to be appropriate and acceptable in most instances, although it recognises that that there may be, at particularly sensitive locations, potential adverse landscape and visual impacts of an overhead line that make it inconsistent with our duties and relevant planning policy. National Grid through the routeing and siting exercise has sought to reduce the impact on landscape character and visual amenity. We will continue to consider both landscape character and amenity value as we develop our proposals and seek to reduce effects. Measures to reduce such effects have included the use of underground cables in the areas of highest amenity value such as the Dedham Vale Area of Outstanding Natural Beauty (AONB) and its setting and careful consideration of siting of infrastructure and pylons. Projects of this nature are required to assess the potential environmental impacts of the proposals, and report on those, and set out proposed mitigation, in an Environmental Statement (ES) in accordance with the relevant Environmental Impact Assessment (EIA) Regulations. The EIA starts early in the process and, in that respect, a considerable amount of assessment work has been undertaken to allow preliminary judgements to be made about the design and routeing of the Project. This has been set out in various publications (The Corridor and Preliminary Routeing and Siting Study (CPRSS), published as part of the 2022 non-statutory consultation, the Design Development Report, 2022 Non-Statutory Consultation Feedback Report and Strategic Options Backcheck and Review, published as part of the 2023 non-statutory consultation) with feedback helping shape the preliminary proposals. Further detailed assessment work has been undertaken since the 2023 non-statutory consultation and is published in the Preliminary Environmental Information Report (PEIR) to accompany the statutory consultation stage of the Project. National Grid will be writing up its Landscape and Visual Impact Assessment (LVIA) that will, in addition to other topic specific assessments, form the latter part of the EIA for the Project. This will include a write-up of an assessment on both landscape character and visual amenity. Where likely significant effects are anticipated the LVIA will consider and identify areas where it may be necessary and appropriate to put forward potential mitigation such as screen planting and softening as part of an iterative design and assessment process.
4.8.55	Concern that the pylons will be visible from west of Billericay (from station and Sun Corner) and will impact on the town's conservation area status.	Projects of this nature are required to assess the potential environmental impacts of the proposals, and report on those, and set out proposed mitigation, in an Environmental Statement (ES) in accordance with the relevant Environmental Impact Assessment (EIA) Regulations. The EIA starts early in the process and, in that respect, a considerable amount of assessment work has been undertaken to allow preliminary judgements to be made about the design and routeing of the Project. This has been set out in various publications (The Corridor and Preliminary Routeing and Siting Study (CPRSS), published as part of the 2022 non-statutory consultation, the Design Development Report, 2022 Non-Statutory Consultation Feedback Report and Strategic Options Backcheck and Review, published as part of the 2023 non-statutory consultation) with feedback helping shape the preliminary proposals. Further detailed assessment work has been undertaken since the 2023 non-statutory consultation and is

Ref no.	Summary of matters raised	National Grid's response
		published in the Preliminary Environmental Information Report (PEIR) to accompany the statutory consultation stage of the Project. National Grid, through the routeing and siting exercise, has sought to reduce the impact on landscape character, visual amenity and the historic environment. We will continue to consider these as we develop our proposals and seek to reduce effects where practicable. We will be writing up our Landscape and Visual Impact Assessment (LVIA) and Historic Environment Assessment that will, in addition to other topic specific assessments, form the latter part of the EIA for the Project. This will include a write-up of an assessment on both landscape character and visual amenity. Conservation areas within 2 km of the draft Order Limits are considered in the Historic Environment Assessment for the Project. Billericay Town Centre Conservation Area is therefore included in assessment, which will consider both direct and indirect impacts. Where likely significant effects are anticipated assessments will consider and identify areas where it may be necessary and appropriate to put forward potential mitigation as part of an iterative design and assessment process.
Wildlife / Ecology Impact		
4.8.56	Concern that the Project will result in a negative impact on flora / plants / woodlands / hedgerows.	Through routeing and siting National Grid has sought to and will continue to reduce as far as practicable potential impacts on biodiversity including priority grassland, wetland, woodland, and hedgerow habitats. The process of route design takes account of existing biodiversity, the natural environment and, where practicable, seeks to reduce potential impacts on areas of ecological sensitivity, through avoidance or mitigation. The Environmental Impact Assessment (EIA) for the Project will assess the effects on important ecological receptors (which includes grasslands, wetlands, woodlands and hedgerows). As part of the EIA process for the Project, a suite of ecological surveys has been and will continue to be undertaken. The findings of which will inform the design and approach to mitigation. We will continue to engage with Natural England and Local Planning Authorities (LPAs) on aspects relating to biodiversity and the natural environment, including appropriate mitigation measures and techniques, and to take their views into account as the Project continues to develop. The Environment Act 2021 introduces a mandatory requirement for 10% Biodiversity Net Gain (BNG) for new Development Consent Order (DCO) developments (which is not yet in force). We have committed to deliver Net Gain of at least 10% or greater in environmental value (including BNG) on all construction projects. The Net Gain target for the Project is currently voluntary and aligned with our corporate sustainability commitment. As well as seeking to avoid and minimise impacts to nature, the Project will consider the land required for mitigation, compensation and enhancement that can deliver BNG and wider environmental benefits, which will be identified as the Project design develops. This may require delivery of offsite Biodiversity Units via habitat creation or enhancement actions in strategic areas, and we will consider all options that are available to us.
4.8.57	Concern that the Project will result in a negative impact on protected species (also use	Through routeing and siting National Grid has sought and will continue to reduce as far as practicable potential impacts on biodiversity including protected species. The process of routeing takes account of existing biodiversity, the natural environment and, where practicable, seeks to reduce potential impacts on areas of ecological sensitivity including protected species and their associated habitats, through avoidance or mitigation. A comprehensive survey

Ref no.	Summary of matters raised	National Grid's response
	specific code if species is provided).	effort for a range of protected species is currently underway with surveys proposed to continue throughout 2024. The Environmental Impact Assessment (EIA) for the Project will assess the effects on protected species based on this baseline information and where/if required appropriate mitigation measures will be detailed. We will continue to engage with Natural England and Local Planning Authorities (LPAs) on aspects relating to biodiversity and the natural environment, including appropriate mitigation measures and techniques for protected species and to take their views into account as the Project continues to develop. Where/if necessary, we will seek to obtain letters of no impediment from Natural England by producing draft protected licences in advance of Development Consent Order (DCO) examination, which will ensure legal compliance and best practice guidance are adhered to and ensure that Natural England agree with our mitigation approach.
4.8.58	Concern that the Project will result in a negative impact on wildlife / habitats.	Through routeing and siting, National Grid has sought and will continue to reduce as far as practicable potential impacts on biodiversity. The process of route design takes account of existing biodiversity, the natural environment and, where practicable, seeks to reduce potential impacts on areas of ecological sensitivity, through avoidance or mitigation. The Environmental Impact Assessment (EIA) for the Project will assess the impact and subsequent effects on biodiversity and if necessary, the mitigation requirements, such as habitat creation. We will continue to engage with Natural England on aspects relating to biodiversity and the natural environment, including appropriate mitigation measures and techniques, to take their views into account as the Project continues to develop. The Environment Act 2021 introduces a mandatory requirement for 10% Biodiversity Net Gain (BNG) for new Development Consent Order (DCO) developments (which is not yet in force). National Grid has committed to deliver Net Gain of at least 10% or greater in environmental value (including BNG) on all construction projects. The Net Gain target for the Project is currently voluntary and aligned with our corporate sustainability commitment. As well as seeking to avoid and minimise our impacts to nature, the Project will consider the land required for mitigation, compensation and enhancement that can deliver BNG and wider environmental benefits, which will be identified as the Project design develops. This may require delivery of offsite Biodiversity Units via habitat creation or enhancement actions in strategic areas, and we will consider all options that are available to us.

Section H: Thurrock Feedback

Figure 4.17- Thurrock section map



Table 4.9- Summary of consultee comments on **Section H: Thurrock** and National Grid's response

Ref no.	Summary of matters raised	National Grid's response
Airfields		
4.9.1	Concern about the impact of the Project on Thurrock Airfield / Suggestion that the Project is routed away from Thurrock Airfield.	National Grid has appointed an independent aviation consultancy who has engaged with (with National Grid also present) Thurrock Airfield. Changes have been made in this area by adding an extra pylon in the section to enable lower height pylons and given the existence of the existing 132 kV overhead line, the addition of the proposed National Grid pylons was not deemed detrimental to the operability of Thurrock Airfield. We will continue to engage with nearby airfields as appropriate throughout the project development process.
Community / Social Impact		
4.9.2	Concern about disruption generally (no details given).	National Grid is completing the Environmental Impact Assessment (EIA) for the Project. The results of this assessment will be provided in the Environmental Statement (ES) that will accompany the Development Consent Order (DCO) application. The ES will identify and assess the likely significant effects on the environment resulting from the construction of the Project and will recommend appropriate mitigation measures (in consultation with relevant stakeholders) to reduce potential effects. Should consent be granted in 2026, it is anticipated that access and construction of the Project would commence in 2027, starting with enabling workings including site clearance activities, the installation of construction compounds and access roads. It is expected the main construction works will continue through to 2031. While the phasing of the construction programme is yet to be confirmed, it will be programmed and sequenced to reduce disruption to the local surroundings and the environment, residents, businesses and roads users as far as practicable. Further information will be presented in the ES. An Outline Code of Construction Practice (CoCP) and an Outline Construction Traffic Management Plan (CTMP) will be prepared and submitted with the DCO application. These documents will provide commitments to reduce construction impacts together with a framework for detailed management plans to be prepared at detailed design stage in order to reduce and mitigate potential impacts and / or disruptions that may arise during the construction phase.
4.9.3	Concern about the impact of the Project on children / families / residents / communities.	National Grid recognises people may have concerns about the potential impacts of living close to an overhead line, and that the uncertainty whilst the proposals are developed may cause anxiety. We have sought to reduce potential effects on communities, residents – including children - through routeing and design. We have also sought to reduce concern or uncertainty about the proposals through making timely design decisions and engaging with people and stakeholders throughout the development of the Project. The Project team will continue to engage with people potentially affected during the development of the Project, through regular communication including letters, phone calls and meetings. This will enable concerns to be raised and discussed at an early opportunity and provide a regular point of contact to respond to queries and concerns. We urge anyone with concerns to get in touch through the Norwich to Tilbury Freephone number, address or email throughout the development of the Project: • **Call our Community Helpline**: 0800 915 2497 (Lines are open Monday to Friday 9am-5:30pm)

Ref no.	Summary of matters raised	National Grid's response
		• **Email us:** contact@n-t.nationalgrid.com • **Write to us:** FREEPOST N TO T (No stamp or further address details are required) National Grid wants to leave a lasting positive impact where we build our projects, to help those areas and communities thrive and to support a sustainable future. Our Responsible Business Charter sets out our commitments and ensures that responsibility is woven through everything we do. It focusses on five key areas where we believe we can really make a difference: the environment, our communities, our people, the economy, and our governance. In addition, the Government recently ran a consultation seeking views on how community benefits should be delivered for communities that host onshore electricity transmission infrastructure. We will continue to work with the Government and regulator as they define the details of these schemes emerging from the consultation and, once published, will work to understand what this means for our projects.
4.9.4	Concern about the over development of the area (e.g., cumulative impact).	With regards to multiple developments impacting specific areas and / or receptors, planning applications for each development would be considered on their own merit by the relevant determining authorities. Any such application would be considered in accordance with planning policy and considerations, such as scale, suitability, and need. Where there is certainty of a development (such as a new residential development, an offshore wind farm and its associated onshore equipment etc) being constructed, and there is adequate information in the public domain to understand the impacts of that development on the receiving environment, these will be considered within the cumulative effects assessment of the Project. The cumulative effects assessment will follow the Planning Inspectorate's Advice Note 17 'Cumulative Effects Assessment' and will be presented in the Environmental Statement (ES). National Grid will continue to engage with other developers who are proposing development in proximity of the Project to understand their requirements.
4.9.5	Concern about the impact of the Project on the future Thurrock Council Local Plan.	National Grid considers development proposals within the planning system or as indicated by relevant local plan allocations. We have considered those developments known in this area. Stakeholders have the opportunity to update us of any potential interactions in respect of future development in responding to our 2024 statutory consultation. We note that since the 2023 non-statutory consultation a Regulation 18 document has been published for future developments forming part of the next local plan which we will take into account as the Project develops. In the absence of any identified conflict with development proposals no change currently is proposed.
4.9.6	Concern about the Project being in too close proximity to recently built housing developments / land being considered for potential future development.	National Grid has obtained information on development proposals within the planning system. In some cases development proposals can be amended to be designed around our proposed infrastructure but in other cases our proposals may need to be amended at a corridor level or proposed developments factored into our detailed route design. Based on known information, and in light of changes made following consideration of feedback to the 2023 non-statutory consultation, we consider our proposals are consistent with relevant policy and guidelines and the alignment designed such that they do not prevent proposed housing developments. UK law does not prescribe minimum distances between overhead lines and homes, but any implications on landscape and visual receptors, residential amenity or from concerns about electromagnetic fields are robustly assessed as part of the Environmental

Ref no.	Summary of matters raised	National Grid's response
		Impact Assessment (EIA) and balanced as part of the decision making process. We will continue to review planning applications and engage with developers to back check and update our proposals as necessary.
4.9.7	Concern about the Project causing communities to become encircled by overhead lines.	The 2024 preferred draft alignment has been routed to achieve some separation from the existing 400 kV overhead line, such that villages are not encircled by overhead lines to both sides. Separation is inevitably reduced in certain locations due to the presence of constraints to routeing and environmental features. Detailed assessment reported in the Environmental Impact Assessment (EIA) will identify any measures considered to be necessary to reduce likely significant effects which will also consider the potential for effects potentially arising from close paralleling existing 132 kV overhead line and new 400 kV overhead line infrastructure.
Construction Impacts		
4.9.8	Concern about disruption from construction.	National Grid is undertaking an Environmental Impact Assessment (EIA) for the Project. The results of this assessment will be provided in the Environmental Statement (ES) that will accompany the Development Consent Order (DCO) application. The ES will identify and assess the likely significant effects on the environment resulting from the construction of the Project and will recommend appropriate mitigation measures (in consultation with relevant stakeholders) to reduce potential effects. Should consent be granted in 2026, it is anticipated that access and construction of the Project would commence in 2027, starting with enabling workings including site clearance activities, the installation of construction compounds and access roads. It is expected the main construction works will continue through to 2031. While the phasing of the construction programme is yet to be confirmed, it will be programmed and sequenced to reduce disruption to the local surroundings and the environment, residents, businesses and roads users as far as practicable. Further information will be presented in the ES. An Outline Code of Construction Practice (CoCP) and an Outline Construction Traffic Management Plan (CTMP) will be prepared and submitted with the DCO application. These documents will provide commitments to reduce construction impacts together with a framework for detailed management plans to be prepared at detailed design stage in order to reduce and mitigate potential impacts and / or disruptions that may arise during the construction phase.
4.9.9	Concern about the impact on traffic levels in local area caused by construction works (e.g., construction traffic travelling along local roads, road closures, etc).	National Grid will work closely with the relevant authorities and their highways teams to understand and gain information on the local road network. This information will be used to inform and guide the drafting of the Outline Construction Traffic Management Plan (CTMP) for the Project. The Outline CTMP will define the local road network to be used for construction traffic movements, highlight any restrictions to such movement and if required control working patterns and timings to ensure impacts to other road users from construction traffic related to the Project is minimised as far as practicable.
4.9.10	Concern about noise and other disturbances resulting from construction (e.g., mud on roads, dust).	National Grid is undertaking an Environmental Impact Assessment (EIA) for the Project. The results of this assessment, which covers noise and other potential effects such as air quality, will be provided in the Environmental Statement (ES) that will accompany the Development Consent Order (DCO) application. The ES will identify and assess the likely significant effects on the environment resulting from the construction of the Project and will recommend appropriate mitigation measures (in consultation with relevant stakeholders) to reduce potential effects.

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		We will be writing up our noise and vibration assessment that will form part of the EIA. Noise levels and the effect on residential properties as well as other sensitive areas, such as hospitals and schools are carefully considered during Project development, assessed according to the appropriate UK standards, and mitigated where necessary. We set strict technical standards for the equipment we install on our network. These standards include requirements to ensure the occurrence of audible noise is eliminated or minimised as far as practicable. Therefore, with appropriate mitigation, significant adverse effects from noise are not expected. As part of the DCO application, an Outline Code of Construction Practice (CoCP) and Outline Construction Traffic Management Plan (CTMP) will be submitted which will outline the good practice and standard control measures to reduce and mitigate potential impacts and / or disruptions that may arise during the construction phase. Many of the control measures will be based on the results from a Dust Risk Assessment (undertaken in accordance with Institute of Air Quality Management (IAQM) guidance) and will likely include wheel washing of vehicles and the correct and tidy management of works areas to reduce, as far as practicable, dust and mud entering the local road network in the form of 'track-out'.
4.9.11	Suggest screening and mitigation measures for construction impacts.	National Grid will implement standard mitigation measures to reduce construction impacts and these will be outlined in the Outline Construction Traffic Management Plan (CTMP) and Outline Code of Construction Practice (CoCP).
Consultation		
4.9.12	Comment supportive of the Project (generally).	National Grid notes the respondent's feedback.
Design Change		
4.9.13	Suggest that the existing 132 kV overhead line is selectively undergrounded to the east of Chelmsford (i.e., to accommodate the Project and improve the status quo particularly around Sandon Village).	National Grid considered whether the route of the existing 132 kV overhead line provided an opportunity for the route of the proposed 400 kV overhead line. The presence of various constraints, residential properties and environmental features led to a conclusion that there was insufficient space given the electrical safety clearance requirements for a 400 kV overhead line. For these reasons no change to the 2023 preferred draft alignment is currently proposed. We will continue to make changes to the 2024 preferred draft alignment where practicable as we receive further feedback and as the Project develops.
4.9.14	Suggest that underground cables are used for the entire Project.	National Grid has carefully considered the feedback received during consultation, the alternatives available, and other factors including our duties and obligations. These duties include balancing the need under The Electricity Act 1989 to be economic and efficient, which includes keeping costs down in the interests of the bill-paying consumers, with a duty to have regard to preserving amenity, which includes the natural environment, cultural heritage, landscape and visual quality. The National Policy Statement (NPS) EN-5 makes clear that *'the Government's position that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or Areas of Outstanding Natural Beauty (AONB))'.* The NPS also confirms that

Ref no.	Summary of matters raised	National Grid's response
		widespread and significant adverse landscape and/or visual impacts in other locations may also justify the use of undergrounding. We may also adopt underground cables in other circumstances such as to cross existing 400 kV overhead line infrastructure. Therefore, whilst undergrounding the whole route is not considered appropriate, National Grid's proposals do include underground cable within the Dedham Vale AONB in accordance with NPS EN-5. Prior to our 2023 non-statutory consultation we identified the need to extend the underground cable beyond the AONB boundary because of potential effects, we have further extended this section of underground cable following consideration of feedback on our 2023 non-statutory consultation and additional investigation into potential effects. We also identified an approximately 4 km section near Great Horkesley as meeting the particularly sensitive criteria where underground cable is also proposed and following consideration of feedback to the 2023 non-statutory consultation, we are reviewing the potential to utilise around 2 km of underground cable near Diss though this is subject to review of the findings of ground investigations and further studies. Additionally, underground cable is proposed at Fairstead for a 400 kV overhead line crossing and for around 5 km for the crossing of the Lower Thames Crossing proposals and line entry to Tilbury Substation.
4.9.15	Suggest the use of underground cables between Thurrock and London.	National Grid has carefully considered the feedback received during consultation, the alternatives available, and other factors including our duties and obligations. These duties include balancing the need under The Electricity Act 1989 to be economic and efficient, which includes keeping costs down in the interests of the bill-paying consumers, with a duty to have regard to preserving amenity, which includes the natural environment, cultural heritage, landscape and visual quality. The National Policy Statement (NPS) EN-5 makes clear that *'the Government's position that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or Areas of Outstanding Natural Beauty)'.* The NPS also confirms that widespread and significant adverse landscape and/or visual impacts in other locations may also justify the use of undergrounding. We may also adopt underground cables in other circumstances such as to cross existing 400 kV overhead line infrastructure. Whilst we are not proposing to underground the whole of Project within Thurrock, National Grid is currently proposing to install underground cable from the north of the Lower Thames Crossing (LTC) through to Tilbury Substation. We will continue to make changes to the 2024 preferred draft alignment as we receive further feedback and as the Project develops. We are undertaking an Environmental Impact Assessment (EIA) to assess the potential impact of the Project, and this will identify any need for additional mitigation. This includes considering the need for undergrounding on the basis of cumulative effects within other overhead lines on the approach to Tilbury (both 400 kV and 132 kV).
4.9.16	Suggestion that the Project is routed away from / the Project should not be located at a specific location.	Further assessment and technical appraisal have been undertaken following feedback received from the 2023 non-statutory consultation which has resulted in several changes to the current draft alignment. Further details on these changes can be found in the Design Development Report (DDR), published as part of the 2024 statutory consultation. Further changes to the draft alignment will be considered as the Project develops.

Ref no.	Summary of matters raised	National Grid's response
Environmental Impact		
4.9.17	Concern about the negative impact of the Project on the Green Belt(s).	To connect a new transmission connection into Tilbury Substation it will be necessary to route through the Metropolitan Green Belt. National Grid has considered the effects on the Green Belt and all of the options connecting into Tilbury identified in the Corridor and Preliminary Routeing and Siting Study (CPRSS) would result in new and upgraded infrastructure in the Green Belt. The National Electricity Transmission System (NETS) transports energy from where it is generated to where it is used, in homes, schools, hospitals, businesses, and factories. Electricity networks are an established feature in our landscapes, taking energy across open countryside to towns and cities where it is needed. To ensure the national electricity network can transport energy efficiently there are numerous electricity transmission connections crossing Green Belts. Many of these connections are by way of overhead lines. By their nature, electricity transmission infrastructure (overhead lines) within the Green Belt is inevitable due to the need to transport energy around the country and the need to avoid the most built-up areas around our towns and cities (Holford Rule Supplementary Note 1). Some electricity infrastructure such as overhead lines, are considered to be engineering operations. By the nature of their design, and the sensitive siting, some of this infrastructure such as pylons and conductors may not be considered inappropriate development in the Green Belt as they do not conflict with Green Belt purposes and preserve openness. Although overhead lines may occupy long corridors within Green Belt, they involve little physical change to the land through which they pass and leave a large majority of the land beneath them free from development and therefore open. National Grid will submit a Planning Statement with its Development Consent Order (DCO) application which will assess the impacts of the Norwich to Tilbury Project on the Green Belt.
4.9.18	Concern that the Project will impact designated sites (e.g., Sites of Special Scientific Interest (SSSI), Ancient Woodland and an Royal Society for the Protection of Birds (RSPB) reserve).	Through routeing and siting, National Grid has sought and will continue to reduce as far as practicable impacts on biodiversity and in particular features of high ecological value, such as Sites of Special Scientific Interest (SSSI), Special Protection Areas (SPAs), Ramsar sites and Ancient Woodland. The process of route design takes account of existing biodiversity, the natural environment and, where practicable, seeks to reduce potential impacts on areas of ecological sensitivity, through avoidance or mitigation. The Environmental Impact Assessment (EIA) for the Project will assess the effects on biodiversity (which includes receptors such as SSSIs, SPAs, Ramsar sites and Ancient Woodland) and where necessary will detail mitigation requirements. The assessment methodology has been discussed and agreed with Natural England and the assessment will be presented in the Environmental Statement (ES) or Habitats Regulations Assessment (HRA) depending on potential impact pathways. We will continue to engage with Natural England, the Royal Society for the Protection of Birds (RSPB) and other relevant stakeholders on aspects relating to biodiversity and the natural environment, including appropriate mitigation measures and techniques, and will take their views into account as the Project continues to develop.

Ref no.	Summary of matters raised	National Grid's response
Financial Compensation		
4.9.19	Concern that the Project will devalue property / impact on property value in this section.	National Grid acknowledges that its proposals may cause concern to landowners. Diminishment of property value known as 'injurious affection' and any other appropriate heads of claim will be considered on an individual basis in accordance with current legislation. We will pursue a voluntary agreement with affected landowners, acquiring rights in accordance with our Land Rights Strategy (the strategy is subject to review). If a voluntary agreement cannot be reached, then the Compulsory Purchase Code allows for a claim of compensation for the loss that property owners may have suffered as a direct result of the retained part of your property ownership being worth less as a direct result of the works. If there are any specific concerns about the devaluation of property National Grid would advise seeking third party advice or alternatively please contact the Project team: Norwich-Tilbury@fishergerman.co.uk or by calling us on Freephone 0808 175 3314. Alternatively, you can write to Norwich to Tilbury Land Team, Fisher German, The Atrium, Risby Business Park, Newmarket Road, Risby, Bury St Edmunds, IP28 6RD.
4.9.20	Request for adequate financial compensation / suggest that impacted individuals need to be compensate.	All affected landowners will be compensated for any temporary/permanent losses, and this will be dealt with on a case-by-case basis. If there are any specific concerns requiring compensation and how it will be assessed, please contact the Project team: Norwich-Tilbury@fishergerman.co.uk or by calling us on Freephone 0808 175 3314. Alternatively, you can write to Norwich to Tilbury Land Team, Fisher German, The Atrium, Risby Business Park, Newmarket Road, Risby, Bury St Edmunds, IP28 6RD Additionally, we await details of how Government intends to implement its proposals for those living in close proximity to new electricity infrastructure.
Health, Safety and Wellbeing		
4.9.21	Concern that the Project crosses existing British Pipeline Agency (BPA) pipeline between pylons TB238 and TB239, and that the Project may affect Cathodic Protection without mitigation (e.g., suggest mitigation for this).	National Grid is aware of the presence of various utilities and has taken appropriate account of them in developing the detailed draft alignment and infrastructure positions as well as following consideration of feedback. We will engage with such utility providers throughout the project development process on the need for additional mitigation.
4.9.22	Concern that the Project may result in a negative impact on	National Grid recognises people may have concerns about the health effects of living close to an overhead line, and that the uncertainty whilst the proposals are developed may cause anxiety.

Ref no.	Summary of matters raised	National Grid's response
	mental health / health and wellbeing.	We have sought to reduce potential effects on communities and residents through routeing and design. We have also sought to reduce concern or uncertainty about the proposals through making timely design decisions and engaging with the people and stakeholders throughout the development of the Project. The Project team will continue to engage with people potentially affected during the development of the Project, through regular communication including letters, phone calls and meetings. This will enable concerns to be raised and discussed at an early opportunity and provide a regular point of contact to respond to queries and concerns. We urge anyone with concerns to get in touch through the Norwich to Tilbury Freephone number, address or email throughout the development of the Project: • **Call our Community Helpline:** 0800 915 2497 (Lines are open Monday to Friday 9am-5:30pm) • **Email us:** contact@n-t.nationalgrid.com • **Write to us:** FREEPOST N TO T (No stamp or further address details are required) The UK has a carefully thought-out set of policies for protecting us all against Electric and Magnetic Fields (EMFs), the main component of which is exposure guidelines. Those exposure guidelines are set by independent scientific bodies and are based on decades-long studies into the effects of EMFs and ill health. After those decades of research, the weight of evidence is against there being any health risks of EMFs below the guideline limits. These policies are incorporated into the decision-making process for development consent in National Policy Statement (NPS) EN-5. It is National Grid's policy to ensure that all of its equipment comply fully with those exposure limits. Our approach is to ensure that all our equipment complies with the policies, which are set by Government on the advice of their independent advisors. The proposed overhead lines, underground cables and substation will be designed to ensure they are fully compliant with these policies and guidelines. This ensures that health concerns relating to EMFs are properly and adequately addressed.
4.9.23	Concern that the siting of overhead lines presents a risk to light aircrafts in the area.	Our review of airfields within 4 km of the preferred corridor identified 10 General Aviation (GA) sites, one military site (Wattisham Flying Station) and the Mid and South Essex National Health Service (NHS) Broomfield Hospital which receives helicopters from a helipad on the roof of the main hospital building. We have also considered other airfields and flight activities where these have been identified through the 2022 and 2023 non-statutory consultations including for ballooning and for model flying. As well as considering feedback, National Grid's aviation advisers (an independent aviation consultancy) have directly engaged with these parties. A number of route alignment and pylon positioning changes have been made following consideration of feedback and in all but one case the assessment concludes that the airfields can continue to operate. In the remaining case of a private airstrip near Little Burstead we continue to liaise with the operator to identify an appropriate solution. Specifically in respect of Wattisham Flying Station our proposals position the alignment onto relatively lower ground (to remove the potential for interference with ILS radar) and adopt an alignment closer to the existing 132 kV overhead line and include replacing part of the 132 kV line south of Offton by underground cable to avoid a new overhead line corridor being introduced. We will continue to engage with relevant parties as appropriate throughout the project development process.

Ref no.	Summary of matters raised	National Grid's response
Heritage		
4.9.24	Concern about the negative impact on heritage buildings / listed buildings / historical site and suggest that the Project is routed away from or not located at heritage buildings / listed buildings / historical sites.	Through routeing and siting National Grid has sought to and will continue to reduce as far as practicable potential impacts on the historic environment, including listed buildings and known heritage assets. If potential impacts on the historic environment are identified, we will explore a range of mitigation measures such as careful siting of pylons and screening (both new and existing) to reduce potential impacts where practicable. This will be presented within the Historic Environment Assessment which will be written up and will form part of the Environmental Impact Assessment (EIA) for the Project. We will continue to engage with Historic England and relevant Local Planning Authorities (LPAs) on aspects relating to heritage, including appropriate mitigation measures and techniques and will take their views into account as the Project continues to develop.
Mitigation		
4.9.25	Suggest mitigation measures (e.g., through planting and screening measures / replanting / rewilding / habitats replacement).	Through the routeing and siting exercise, National Grid has sought to, and will continue to seek to maximise the use of existing landform and vegetation to screen and filter views of the Project as far as practicable as it passes through the wider landscape. Where new infrastructure is required as part of the Project and the Environmental Impact Assessment (EIA) concludes that additional mitigation would be appropriate, measures to reduce effects can include the use of underground cables in the areas of highest amenity value (e.g. the Dedham Vale Area of Outstanding Natural Beauty (AONB)), sympathetic siting of infrastructure including substations, Cable Sealing End (CSE) compounds and pylons, and where necessary a range of mitigation planting for the purpose of softening and screening. The Environment Act 2021 introduces a mandatory requirement for 10% Biodiversity Net Gain (BNG) for new Development Consent Order (DCO) developments (which is not yet in force). We have committed to deliver Net Gain of at least 10% or greater in environmental value (including BNG) on all construction projects. The Net Gain target for the Project is currently voluntary and aligned with our corporate sustainability commitment. As well as seeking to avoid and minimise impacts to nature, the Project will consider the land required for mitigation, compensation and enhancement that can deliver BNG and wider environmental benefits, which will be identified as the Project design develops. This may require delivery of offsite Biodiversity Units via habitat creation or enhancement actions in strategic areas, and we will consider all options that are available to us.
Requests		
4.9.26	Request for further details on the installation method that is proposed to be deployed for the under-grounding of the cable through the Thames Terrace Grassland (TTG) zone.	The standard method of construction for underground cable sections is proposed as open cut trenching. Trenchless techniques may be used where local factors point to sensitivities. The identification of sensitive locations will be informed by field surveys and other information provided to the Project or sourced through engagement. Details of our proposed works in the vicinity of the Thames Terrace Grassland (TTG) will be presented as part of the material published in support of the 2024 statutory consultation.

Ref no.	Summary of matters raised	National Grid's response
4.9.27	Request for further information on the proposed works at Tilbury Substation where the new reinforcement is proposed to be connected.	The works at Tilbury Substation will include modification to the existing High Voltage (HV) substation system to facilitate two new bays which will connect the new incoming 400 kV underground cable circuits that approach from the north. Details will be published as part of the 2024 statutory consultation.
4.9.28	Request modification / review of the Project nearby to the UK Oil Pipeline (UKOP) to reduce the risk of alternating current (AC) interference as the current route is not optimal and AC interference risks don't appear to have been considered as part of the initial route.	National Grid is aware of the presence of various utilities and has taken appropriate account of them in developing the detailed alignment and infrastructure positions following consideration of feedback about the draft alignment. In this location alternative routeing of the overhead line that crosses the UK Oil Pipeline (UKOP) has been assessed however it is constrained by Thurrock Airfield, Langdon Hills Golf and Country Club boundary and a National Gas Transmission pipeline. Therefore, we have not been able to alter the design. However, consultation is ongoing with the asset owner with regards to the required assessment of the alternating current (AC) interference and thereafter mitigation measures required. We will continue to engage with such utility providers throughout the project development process.
Visual Impact		
4.9.29	Concern that the Project will be unsightly / visually intrusive (e.g. overhead lines, Cable Sealing End (CSE) compounds and substations).	The relevant National Policy Statement (NPS) is EN-5 which makes it clear that the Government considers overhead lines to be appropriate and acceptable in most instances, although it recognises that that there may be, at particularly sensitive locations, potential adverse landscape and visual impacts of an overhead line that make it inconsistent with our duties and relevant planning policy. In such cases the use of 400 kV underground cable would be adopted between carefully sited Cable Sealing End (CSE) compounds noting that such structures themselves may give rise to visual effects. The proposed East Anglia Connection Node (EACN) substation siting has also considered the potential for landscape and visual effects and whether particular sites provide greater screening or potential for screening to reduce effects. Projects of this nature are required to assess the potential environmental impacts of the proposals, and report on those, and set out proposed mitigation, in an Environmental Statement (ES) in accordance with the relevant Environmental Impact Assessment (EIA) Regulations. The EIA starts early in the process and, in that respect, a considerable amount of assessment work has been undertaken to allow preliminary judgements to be made about the design and routeing of the Project. This has been set out in various publications (The Corridor and Preliminary Routeing and Siting Study (CPRSS), published as part of the 2022 non-statutory consultation, the Design Development Report, 2022 Non-Statutory Consultation Feedback Report and Strategic Options Backcheck and Review, published as part of the 2023 non-statutory consultation) with feedback helping shape the preliminary proposals. Further detailed assessment work has been undertaken since the 2023 non-statutory consultation and is published in the Preliminary Environmental Information Report (PEIR) to accompany the statutory consultation stage of the Project. National Grid will be writing up its Landscape and Visual Impact Assessment (LVIA) that will, in addition to other topic specific assessments, form the latter part of the EIA for the Project. This will include a write-up of an assessment on both landscape character and visual amenity. Where likely significant effects are anticipated the LVIA will consider

Ref no.	Summary of matters raised	National Grid's response
		and identify areas where it may be necessary and appropriate to put forward potential mitigation such as screen planting and softening as part of an iterative design and assessment process.
4.9.30	Concern that the Project will cause a negative impact on landscape / views.	The relevant National Policy Statement (NPS) is EN-5 which makes it clear that the Government considers overhead lines to be appropriate and acceptable in most instances, although it recognises that that there may be, at particularly sensitive locations, potential adverse landscape and visual impacts of an overhead line that make it inconsistent with our duties and relevant planning policy. National Grid through the routeing and siting exercise has sought to reduce the impact on landscape character and visual amenity. We will continue to consider both landscape character and amenity value as we develop our proposals and seek to reduce effects. Measures to reduce such effects have included the use of underground cables in the areas of highest amenity value such as the Dedham Vale Area of Outstanding Natural Beauty (AONB) and its setting and careful consideration of siting of infrastructure and pylons. Projects of this nature are required to assess the potential environmental impacts of the proposals, and report on those, and set out proposed mitigation, in an Environmental Statement (ES) in accordance with the relevant Environmental Impact Assessment (EIA) Regulations. The EIA starts early in the process and, in that respect, a considerable amount of assessment work has been undertaken to allow preliminary judgements to be made about the design and routeing of the Project. This has been set out in various publications (The Corridor and Preliminary Routeing and Siting Study (CPRSS), published as part of the 2022 non-statutory consultation, the Design Development Report, 2022 Non-Statutory Consultation Feedback Report and Strategic Options Backcheck and Review, published as part of the 2023 non-statutory consultation) with feedback helping shape the preliminary proposals. Further detailed assessment work has been undertaken since the 2023 non-statutory consultation and is published in the Preliminary Environmental Information Report (PEIR) to accompany the statutory consultation stage of the Project. National Grid will be writing up its Landscape and Visual Impact Assessment (LVIA) that will, in addition to other topic specific assessments, form the latter part of the EIA for the Project. This will include a write-up of an assessment on both landscape character and visual amenity. Where likely significant effects are anticipated the LVIA will consider and identify areas where it may be necessary and appropriate to put forward potential mitigation such as screen planting and softening as part of an iterative design and assessment process.
Wildlife / Ecology Impact		
4.9.31	Concern that the Project will result in a negative impact on wildlife / habitats.	Through routeing and siting, National Grid has sought and will continue to reduce as far as practicable potential impacts on biodiversity. The process of route design takes account of existing biodiversity, the natural environment and, where practicable, seeks to reduce potential impacts on areas of ecological sensitivity, through avoidance or mitigation. The Environmental Impact Assessment (EIA) for the Project will assess the impact and subsequent effects on biodiversity and if necessary, the mitigation requirements, such as habitat creation. We will continue to engage with Natural England on aspects relating to biodiversity and the natural environment, including appropriate mitigation measures and techniques, to take their views into account as the Project continues to develop.

Ref no.	Summary of matters raised	National Grid's response
		The Environment Act 2021 introduces a mandatory requirement for 10% Biodiversity Net Gain (BNG) for new Development Consent Order (DCO) developments (which is not yet in force). National Grid has committed to deliver Net Gain of at least 10% or greater in environmental value (including BNG) on all construction projects. The Net Gain target for the Project is currently voluntary and aligned with our corporate sustainability commitment. As well as seeking to avoid and minimise our impacts to nature, the Project will consider the land required for mitigation, compensation and enhancement that can deliver BNG and wider environmental benefits, which will be identified as the Project design develops. This may require delivery of offsite Biodiversity Units via habitat creation or enhancement actions in strategic areas, and we will consider all options that are available to us.
4.9.32	Suggest ecological enhancements as part of the Project.	The Environment Act 2021 introduces a mandatory requirement for 10% Biodiversity Net Gain (BNG) for new Development Consent Order (DCO) developments (which is not yet in force). National Grid has committed to deliver Net Gain of at least 10% or greater in environmental value (including BNG) on all construction projects. The Net Gain target for the Project is currently voluntary and aligned with our corporate sustainability commitment. As well as seeking to avoid and minimise our impacts to nature, the Project will consider the land required for mitigation, compensation and enhancement that can deliver BNG and wider environmental benefits, which will be identified as the Project design develops. This may require delivery of offsite Biodiversity Units via habitat creation or enhancement actions in strategic areas, and we will consider all options that are available.

4.7 National Grid's Response to Public and Non-Technical Stakeholder Comments

4.7.1 This section summarises feedback received to the 2023 non-statutory consultation from members of the public and non-technical stakeholders and National Grid's response to that feedback.

4.7.2 **Table 4.10** contains a summary of comments on all general matters raised. **Table 4.11** to **Table 4.17** relate directly to the route sections as separated by local authority geographical areas as shown in **Figure 1.2**.

Coordinated Responses

4.7.3 During the analysis of the open questions, emails and letters as described in Section 4.3, the presence of organised coordinated responses that provided suggested answers to the consultation feedback form and other feedback mechanisms was identified. This was identified due to the same (or almost the same) text being used across open questions of the feedback form and emails or letters.

4.7.4 Multiple coordinated responses were identified. Issues raised in the coordinated responses received through feedback form submissions and emails or letters sent directly to National Grid were analysed as per the methodology in Section 4.3 of this report. Responses to issues are addressed in **Table 4.10** to **Table 4.17**.

Non-Section Specific Feedback

Table 4.10 Summary of general consultee comments and National Grid's response

Ref no.	Summary of matters raised	National Grid's response
Agricultural Land		
4.10.1	Concern that the Project will take away valuable agricultural land / disrupt farming operations.	National Grid is and will continue to work with all landowners including farmers who may be affected by the proposals to understand the impacts on their operations and to work with them as the Project is developed. We will seek to work with the farming community to limit disruption where practicable. This includes providing prior warning of works which may result in the need to move livestock. Compensation claims for disturbance are considered on a case-by-case basis, if negative impact on farming operations can be proven. Particular agricultural matters can also be addressed through voluntary land agreements.
4.10.2	Concerned that the Project will have a negative impact on agricultural livestock (e.g., farm animals grazing).	National Grid is and will continue to work with all landowners including farmers and equestrian facilities who may be affected by the proposals to understand the impacts on their operations and to work with them as the Project is developed. We will seek to work with the farming community to limit disruption where practicable. This includes providing prior warning of works which may result in the need to move livestock. Compensation claims for disturbance are considered on a case-by-case basis, if negative impact on farming operations can be proven. Particular agricultural matters can also be written into voluntary land agreements. There will also be mitigation put in place where animal grazing maybe affected. As well as possible effects on humans, possible effects of Electric and Magnetic Fields (EMFs) on various animals have been studied a number of times. No detectable effects of EMFs have been found on, for example, health, milk production, fertility, and behaviour. This is confirmed in National Policy Statement (NPS) EN-5 which states: *'There is little evidence that exposure of crops, farm animals or natural ecosystems to transmission line EMFs has any agriculturally significant consequences.'*
4.10.3	Suggest that pylons are positioned at 40 m from a field boundary (so that modern farming machinery can get around the pylon).	Feedback to the 2023 non-statutory consultation has varied in terms of suggestions of appropriate standoff distances from field boundaries. Where practicable, National Grid have sought to implement individual landowner requests, rather than adopting a set distance, within the constraints that guide routeing and siting including environmental features. We are and will continue to work with all landowners including farmers who may be affected to understand the impacts on their operations and to work with them as the Project is developed. We will seek to work with the farming community to limit disruption where practicable.
4.10.4	Suggest that pylons are positioned at a multiple of 30 m from a field boundary (so that modern farming machinery can get around the pylon).	Feedback to the 2023 non-statutory consultation has varied in terms of suggestions of appropriate standoff distances from field boundaries. Where practicable, National Grid has sought to implement individual landowner requests, rather than adopting a set distance, within the constraints that guide routeing and siting including environmental features. We are and will continue to work with all landowners including farmers who may be affected to understand the impacts on their operations and to work with them as the Project is developed. We will seek to work with the farming community to limit disruption where practicable.

Ref no.	Summary of matters raised	National Grid's response
4.10.5	Suggest that pylons are positioned at field boundaries (i.e., to mitigate impact on landowners).	National Grid note the preference from certain landowners for pylons to be situated along field boundaries where practicable to reduce the impact on future land use. We have assessed requests from landowners on an individual basis and have moved pylons to the edges of fields where this can be achieved without undue diversion or extension of the overhead line or increasing the visual or environmental impact on other receptors. We will continue to engage with landowners throughout the Project and will continue to make changes following further feedback where practicable as the Project develops.
4.10.6	Trenches in agricultural fields should be to a minimum depth of 1500 mm to allow for land cultivations such as ploughing.	Underground cabling across the Project route will comply with the relevant guidance and standards. As a minimum, underground cable ducts are typically backfilled with cement bound sand providing 75 mm protective cover over the top of the ducts and then a further 900 mm of retained backfill soil is returned over that, therefore totalling 975 mm cover to the top of the underground cable ducts. As part of the consultation process, where underground cables cross private land this may be discussed with the landowners and a depth mutually agreed whilst considering the landowners use.
Community / Social Impact		
4.10.7	Concern that new overhead lines could disrupt telecommunications, broadcast signals, electrical equipment, and Global Positioning Systems (GPS) (e.g., mobile reception, television and radio signals, broadband, tractors and drones).	Radiofrequency emissions can interfere with electrical equipment, telecommunication. WiFi and broadcast equipment. These emissions are limited from overhead lines by design set out in National Grid's Technical Specifications, which include the requirements of British standards minimising the generation of radio interference. All the equipment used will meet the requirements in these standards, which are in place to prevent interference issues. These are the same good engineering practices that are applied to the existing transmission system assets, including existing 400 kV overhead lines, which cause no interference issues for electrical equipment, telecommunication, WiFi and broadcast equipment under normal operating conditions. Therefore, we also expect no interference issues as a result of the Project. Global Positioning Systems (GPS) are increasingly being used to provide accurate position information such as in precision farming. It uses a radio receiver to receive the transmitted radio signals from a number of satellites orbiting the earth. Additional accuracy is used in differential GPS (DGPS) which involves the use of signals transmitted from a local fixed transmitter (or another satellite). Close to a pylon, there might be some degradation in GPS performance, just as there can be some degradation close to buildings and trees. The individual wires of a power line are very thin, so they do not cause a problem. Any radio interference emitted by the line is too small to have any effect. Other than that, there is no evidence of power lines interfering with GPS used in precision farming.
4.10.8	Concern about disruption generally (no details given).	National Grid is completing the Environmental Impact Assessment (EIA) for the Project. The results of this assessment will be provided in the Environmental Statement (ES) that will accompany the Development Consent Order (DCO) application. The ES will identify and assess the likely significant effects on the environment resulting from the construction of the Project and will recommend appropriate mitigation measures (in consultation with relevant stakeholders) to reduce potential effects. Should consent be granted in 2026, it is anticipated that access and construction of the Project would commence in 2027, starting with enabling workings including site clearance activities, the installation of construction compounds and access roads. It is expected the main construction works will continue through to 2031. While the phasing of the construction programme is yet to be confirmed, it will be programmed and sequenced to reduce disruption to the

Ref no.	Summary of matters raised	National Grid's response
		local surroundings and the environment, residents, businesses and roads users as far as practicable. Further information will be presented in the ES. An Outline Code of Construction Practice (CoCP) and an Outline Construction Traffic Management Plan (CTMP) will be prepared and submitted with the DCO application. These documents will provide commitments to reduce construction impacts together with a framework for detailed management plans to be prepared at detailed design stage in order to reduce and mitigate potential impacts and / or disruptions that may arise during the construction phase.
4.10.9	Concern about the impact of the Project on children / families / residents / communities.	National Grid recognises people may have concerns about the potential impacts of living close to an overhead line, and that the uncertainty whilst the proposals are developed may cause anxiety. We have sought to reduce potential effects on communities, residents – including children - through routeing and design. We have also sought to reduce concern or uncertainty about the proposals through making timely design decisions and engaging with people and stakeholders throughout the development of the Project. The Project team will continue to engage with people potentially affected during the development of the Project, through regular communication including letters, phone calls and meetings. This will enable concerns to be raised and discussed at an early opportunity and provide a regular point of contact to respond to queries and concerns. We urge anyone with concerns to get in touch through the Norwich to Tilbury Freephone number, address or email throughout the development of the Project: • **Call our Community Helpline:** 0800 915 2497 (Lines are open Monday to Friday 9am-5:30pm) • **Email us:** contact@n-t.nationalgrid.com • **Write to us:** FREEPOST N TO T (No stamp or further address details are required) National Grid wants to leave a lasting positive impact where we build our projects, to help those areas and communities thrive and to support a sustainable future. Our Responsible Business Charter sets out our commitments and ensures that responsibility is woven through everything we do. It focusses on five key areas where we believe we can really make a difference: the environment, our communities, our people, the economy, and our governance. In addition, the Government recently ran a consultation seeking views on how community benefits should be delivered for communities that host onshore electricity transmission infrastructure. We will continue to work with the Government and regulator as they define the details of these schemes emerging from the consultation and, once published, will work to understand what this means for our projects.
4.10.10	Concern about the impact of the Project on leisure.	National Grid has a duty under the Electricity Act 1989 to have regard to the desirability of (amongst other things) preserving natural beauty, and to do what it reasonably can to mitigate the associated effects of new infrastructure. Through routeing and siting we have sought to avoid, as far as practicable, locations important for leisure and tourism. We will continue to consider these locations as we develop our proposals and seek to reduce effects, by implementing measures such as the use of underground cables in the areas of highest amenity value (Dedham Vale Area of Outstanding Natural Beauty (AONB)), and appropriately control construction related traffic movements during the construction phase to minimise disruption to local road users.

Ref no.	Summary of matters raised	National Grid's response
		Where impacts on leisure and tourism are identified, these will be presented within a Socio-economics, Recreation and Tourism assessment which is being written up and will form part of the Environmental Impact Assessment (EIA). As part of this assessment, a range of measures are being considered throughout the construction phase of the Project to minimise disruption on leisure and tourism. These include traffic management, signage and routeing measures. These will be identified within the Environmental Statement (ES), the Outline Code of Construction Practice (CoCP) and the Outline Construction Traffic Management Plan (CTMP).
4.10.11	Concern about the over development of the area (e.g., cumulative impact).	With regards to multiple developments impacting specific areas and / or receptors, planning applications for each development would be considered on their own merit by the relevant determining authorities. Any such application would be considered in accordance with planning policy and considerations, such as scale, suitability, and need. Where there is certainty of a development (such as a new residential development, an offshore wind farm and its associated onshore equipment etc) being constructed, and there is adequate information in the public domain to understand the impacts of that development on the receiving environment, these will be considered within the cumulative effects assessment of the Project. The cumulative effects assessment will follow the Planning Inspectorate's Advice Note 17 'Cumulative Effects Assessment' and will be presented in the Environmental Statement (ES). National Grid will continue to engage with other developers who are proposing development in proximity of the Project to understand their requirements.
4.10.12	Concern about the Project being in too close proximity to recently built housing developments / land being considered for potential future development.	National Grid has obtained information on development proposals within the planning system. In some cases development proposals can be amended to be designed around our proposed infrastructure but in other cases our proposals may need to be amended at a corridor level or proposed developments factored into our detailed route design. Based on known information, and in light of changes made following consideration of feedback to the 2023 non-statutory consultation, we consider our proposals are consistent with relevant policy and guidelines and the alignment designed such that they do not prevent proposed housing developments. UK law does not prescribe minimum distances between overhead lines and homes, but any implications on landscape and visual receptors, residential amenity or from concerns about electromagnetic fields are robustly assessed as part of the Environmental Impact Assessment (EIA) and balanced as part of the decision making process. We will continue to review planning applications and engage with developers to back check and update our proposals as necessary.
4.10.13	Concern about the Project causing communities to become encircled by overhead lines.	The 2024 preferred draft alignment has been routed to achieve some separation from the existing 400 kV overhead line, such that villages are not encircled by overhead lines to both sides. Separation is inevitably reduced in certain locations due to the presence of constraints to routeing and environmental features. Detailed assessment reported in the Environmental Impact Assessment (EIA) will identify any measures considered to be necessary to reduce likely significant effects which will also consider the potential for effects potentially arising from close paralleling existing 132 kV overhead line and new 400 kV overhead line infrastructure.
4.10.14	Concern that the Project scope may be expanded / added to in the future.	The scope of the Project is set out in the consultation material available on the Project website. Any changes to scope would need to be included and further consultation would be required.

Ref no.	Summary of matters raised	National Grid's response
4.10.15	Concern that the Project will lead to further development of substations, windfarms and battery storage facilities (e.g., like the Tarchon Interconnector).	Generators that wish to connect to the existing transmission network will often seek to find sites in close proximity to the existing network to minimise the connection length and cost. However, it is for the planning system to determine the acceptability of those on both and individual basis and cumulatively. It should also be noted that the majority of onshore renewable energy generation does not connect directly to the national grid but to the local Distribution Network Operators (DNO), in this area that is UK Powers Networks (UKPN).
4.10.16	Concerned that the Project will have a negative impact on domestic horses / equestrian activities.	As well as possible effects on humans, possible effects of Electric and Magnetic Fields (EMFs) on various animals have been studied a number of times. No proven effects of EMFs have been found in any species at levels below the guidelines. This is confirmed in National Policy Statement (NPS) EN-5 which states: *'There is little evidence that exposure of crops, farm animals or natural ecosystems to transmission line EMFs has any agriculturally significant consequences.'.* Although horses are not directly mentioned, there is no evidence to suggest they are any different to farm animals. As well as the possible direct biological or health effects addressed above, indirect effects such as microshocks can occur as a result of electric fields. Microshocks are small spark discharges which are similar to a static shock after walking across a nylon carpet for example. The Project will be designed in accordance with the principles of the Government's Code of Practice *'Power Lines: Control of Microshocks and other indirect effects of public exposure to electric fields'* to ensure these are mitigated, with particular focus on equestrian activities.
4.10.17	Criticism that National Grid taking an offshore approach elsewhere in the UK, but not in East Anglia (i.e.the north-east coast, from Peterhead, Aberdeenshire to the coast/estuary near Drax, north Yorkshire, as well as the proposed Sea Link offshore between Suffolk and Kent).	Offshore and onshore projects together help resolve the task of moving power around the country economically and efficiently. In some cases offshore solutions are the most viable and economic. The power flows that the Norwich to Tilbury project is needed to facilitate is very high – 6 GW. Offshore cables can only take a third (2 GW) of the power of an overhead line so, in this case three offshore projects would be required. At each end of a subsea cable, a 'converter station' would be required. These are very large and cost several hundred million pounds each. We estimate that the offshore equivalent for this project would cost about four times as much. Our calculations are set out in the published Strategic Options Backcheck and Review document (SOBR).
4.10.18	Criticism that the Project does not factor in the Writtle Redevelopment Plan.	National Grid has obtained information on development proposals within the planning system, such as at Writtle. In some cases future development proposals can be amended to be designed around our proposed infrastructure but in other cases our proposals may need to be amended at a corridor level or development proposals considered as part of the ongoing route design process. Based on known information, and in light of changes made following consideration of feedback to the 2023 non-statutory consultation, we consider our proposals are consistent with relevant policy and guidelines and the route alignment designed such that they do not prevent proposed housing developments. It should also be noted that UK law does not prescribe minimum distances between overhead lines and homes. Any implications on landscape and visual receptors, residential amenity or from concerns about electromagnetic fields are robustly assessed and balanced as part of the decision making process. We will continue to review planning applications and engage with developers to back check and update our proposals as necessary.

Ref no.	Summary of matters raised	National Grid's response
4.10.19	Criticism that the Project only benefits those living elsewhere (e.g., London).	There is a need to reinforce the existing high voltage electricity network in the East Anglia region. It does not currently have the capability needed to reliably, and securely transport the electricity that will be generated and connected to the electricity transmission network by 2030, while working to the required standards. The Project would benefit the UK as a whole, including local communities, by enabling the connection of new sources of renewable energy and by contributing to our energy security in the future, helping the country to achieve the Government's Net Zero target and ensuring that the national grid meets future power demands.
4.10.20	Request that benefits are contributed to communities that are impacted by the Project (including secondary mitigation and compensatory offsetting).	National Grid knows that our responsibility as a business goes beyond safely building new energy infrastructure to enable a cleaner, fairer, and affordable future. We want to leave a lasting positive impact where we build our projects, to help those areas and communities thrive and to support a sustainable future. Our Responsible Business Charter sets out our commitments and ensures that responsibility is woven through everything we do. It focusses on five key areas where we believe we can really make a difference: the environment, our communities, our people, the economy, and our governance. We are working with stakeholders and communities to understand what is important to them and will endeavour to deliver initiatives in the region to support those priorities. There are four key areas where we believe we can bring benefit to those who are hosting the infrastructure that supports the green energy transition: • Natural Environment – we will build partnerships with environmental groups and non-governmental organisations (NGOs) where we can support initiatives that enhance the landscape, biodiversity, and availability of green space within the areas we are constructing our projects; • Net Zero – we will help to support the region in achieving its own net zero priorities; • Skills and Employment – we are extending our Grid for Good programme, and building other partnerships, to deliver training and skills development in the region, to encourage the next generation of green energy workers; and • Community Grant Programme – when projects are in construction, through our Community Grant Programme, charities and not- for- profit organisations can apply for a grant towards community-based initiatives that deliver social, economic, and environmental benefits. In addition, the Government recently ran a consultation seeking views on how community benefits should be delivered for communities that host onshore electricity transmission infrastructure. We will continue to work with the Government and regulator as they define the details of these schemes emerging from the consultation and, once published, will work to understand what this means for our projects. Environmental mitigation will be a component of the Project proposals and will be considered by the Planning Inspectorate as part of the overall consideration of the application for development consent. Existing statutory compensation legislation will apply to this Project where that is applicable.
4.10.21	Suggest that education and training for young people is provided as part of the Project (e.g., so that they are trained to maintain the Project /	National Grid knows that our responsibility as a business goes beyond safely building new energy infrastructure to enable a cleaner, fairer, and affordable future. We want to leave a lasting positive impact where we build our projects, to help those areas and communities thrive and to support a sustainable future. Our Responsible Business Charter sets out our commitments and ensures that responsibility is woven through every we do. It focusses on five key

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	apprenticeships), including engagement with schools and colleges (e.g. careers talks, virtual tours, skills masterclasses, work mentors, apprenticeships).	areas where we believe we can really make a difference: the environment, our communities, our people, the economy, and our governance. With regards to skills and employment we are extending our Grid for Good programme, now in its second year, and building other partnerships, to deliver training and skills development in the region, to encourage the next generation of green energy workers.
4.10.22	Suggest that local council's landscape assessments are taken into account.	Projects of this nature are required to assess the potential environmental impacts of the proposals, and report on those, and set out proposed mitigation, in an Environmental Statement (ES) in accordance with the relevant Environmental Impact Assessment (EIA) Regulations. The EIA starts early in the process and, in that respect, a considerable amount of assessment work has been undertaken to allow preliminary judgements to be made about the design and routeing of the Project. This has been set out in various publications (The Corridor and Preliminary Routeing and Siting Study (CPRSS), published as part of the 2022 non-statutory consultation, the Design Development Report, 2022 Non-Statutory Consultation Feedback Report and Strategic Options Backcheck and Review, published as part of the 2023 non-statutory consultation) with feedback helping shape the preliminary proposals. Further detailed assessment work has been undertaken since the 2023 non-statutory consultation and is published in the Preliminary Environmental Information Report (PEIR) to accompany the statutory consultation stage of the Project. National Grid will be writing up its Landscape and Visual Impact Assessment (LVIA) that will, in addition to other topic specific assessments, form the latter part of the EIA for the Project. This will include a write-up of an assessment on both landscape character and visual amenity. Where they exist, published landscape character assessments are being referenced to aid the understanding of the baseline (existing) character of the landscape, which will form the basis of the assessment of impacts on the landscape. Where likely significant effects are anticipated the LVIA will consider and identify areas where it may be necessary and appropriate to put forward potential mitigation as part of an iterative design and assessment process.
4.10.23	Suggest that local labour / contractors are used for the Project.	National Grid sources suppliers through competitive tender to ensure the right requirements are met. National Grid promotes the use of local supply chain and small and medium enterprises (SMEs) through the main construction contractors they employ. We also work with schools and local authorities to encourage the next generation of engineers and help the unemployed to develop new skills.
4.10.24	Suggest that National Grid look at the total area of land owned by respective landowners when considering pylon placement.	The extent of a landowner's ownership is considered when looking at the placement of new infrastructure and landowners feedback on placing/micro sitting of pylons is also taken into consideration during consultation.
4.10.25	Suggest that National Grid provide regular health checkups of every single occupant within a 35 m radius	National Grid notes the comment. There are currently no pylons proposed to be within 35 m of residential properties.

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	of a proposed pylon and ensure health care will be provided throughout their lifetime.	
4.10.26	Suggest that National Grid work with residents and parish councils in any instance in which a Cable Sealing End (CSE) compound is located near to residential properties.	National Grid invited parish councils to briefing webinars and has held public consultation events and webinars to present information on the Cable Sealing End (CSE) compound locations and to discuss concerns with local residents and parish councils. We will continue to engage with parish councils and take their feedback into account where practicable as the Project develops.
Construction Impacts		
4.10.27	Concern about damage to properties from construction of the Project (e.g., from drilling / digging).	An Outline Code of Construction Practice (CoCP) will be submitted with the application for development consent which will outline best practice and standard control measures to reduce and mitigate potential impacts and/or disruptions that may arise during the construction phase.
4.10.28	Concern about disruption from construction.	National Grid is undertaking an Environmental Impact Assessment (EIA) for the Project. The results of this assessment will be provided in the Environmental Statement (ES) that will accompany the Development Consent Order (DCO) application. The ES will identify and assess the likely significant effects on the environment resulting from the construction of the Project and will recommend appropriate mitigation measures (in consultation with relevant stakeholders) to reduce potential effects. Should consent be granted in 2026, it is anticipated that access and construction of the Project would commence in 2027, starting with enabling workings including site clearance activities, the installation of construction compounds and access roads. It is expected the main construction works will continue through to 2031. While the phasing of the construction programme is yet to be confirmed, it will be programmed and sequenced to reduce disruption to the local surroundings and the environment, residents, businesses and roads users as far as practicable. Further information will be presented in the ES. An Outline Code of Construction Practice (CoCP) and an Outline Construction Traffic Management Plan (CTMP) will be prepared and submitted with the DCO application. These documents will provide commitments to reduce construction impacts together with a framework for detailed management plans to be prepared at detailed design stage in order to reduce and mitigate potential impacts and / or disruptions that may arise during the construction phase.
4.10.29	Concern about the impact on traffic levels in local area caused by construction works (e.g., construction traffic	National Grid will work closely with the relevant authorities and their highways teams to understand and gain information on the local road network. This information will be used to inform and guide the drafting of the Outline Construction Traffic Management Plan (CTMP) for the Project. The Outline CTMP will define the local road network to be used for construction traffic movements, highlight any restrictions to such movement and if required control

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	travelling along local roads, road closures, etc).	working patterns and timings to ensure impacts to other road users from construction traffic related to the Project is minimised as far as practicable.
4.10.30	Concern about noise and other disturbances resulting from construction (e.g., mud on roads, dust).	National Grid is undertaking an Environmental Impact Assessment (EIA) for the Project. The results of this assessment, which covers noise and other potential effects such as air quality, will be provided in the Environmental Statement (ES) that will accompany the Development Consent Order (DCO) application. The ES will identify and assess the likely significant effects on the environment resulting from the construction of the Project and will recommend appropriate mitigation measures (in consultation with relevant stakeholders) to reduce potential effects. We will be writing up our noise and vibration assessment that will form part of the EIA. Noise levels and the effect on residential properties as well as other sensitive areas, such as hospitals and schools are carefully considered during Project development, assessed according to the appropriate UK standards, and mitigated where necessary. We set strict technical standards for the equipment we install on our network. These standards include requirements to ensure the occurrence of audible noise is eliminated or minimised as far as practicable. Therefore, with appropriate mitigation, significant adverse effects from noise are not expected. As part of the DCO application, an Outline Code of Construction Practice (CoCP) and Outline Construction Traffic Management Plan (CTMP) will be submitted which will outline the good practice and standard control measures to reduce and mitigate potential impacts and / or disruptions that may arise during the construction phase. Many of the control measures will be based on the results from a Dust Risk Assessment (undertaken in accordance with Institute of Air Quality Management (IAQM) guidance) and will likely include wheel washing of vehicles and the correct and tidy management of works areas to reduce, as far as practicable, dust and mud entering the local road network in the form of 'track-out'.
4.10.31	Concern that the local road infrastructure is not suitable for heavy construction vehicles and machinery.	Construction access, egress and associated traffic routes are being considered and discussed with the appropriate local and national highways authorities. The detailed proposals will be consulted on during the 2024 statutory consultation.
4.10.32	Request that impacts on drainage in fields is mitigated during construction and remedied after construction.	Prior to construction, surveys will be undertaken to identify drainage systems within working corridors. The Project will secure a commitment to maintain the functionality of these systems, or provide for temporary alternative drainage measures, such that there is no increase in surface water flood risk within or downstream of working areas.
4.10.33	Suggest screening and mitigation measures for construction impacts.	National Grid will implement standard mitigation measures to reduce construction impacts, and these will be outlined in the Outline Construction Traffic Management Plan (CTMP) and Outline Code of Construction Practice (CoCP).
4.10.34	Suggest that Clients are allowed to manage their land during trenching, as they were during pre-construction.	During the construction phase of the Project there will be areas of land that landowners will not be able to use and other areas that will need to be managed differently. National Grid will work with all affected landowners to try and mitigate this disturbance where practicable. Where disturbance can't be mitigated, compensation will be provided in line with the compensation code.

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4.10.35	Suggest that consideration is given to the carbon footprint of the Project during construction (e.g., construction methods, materials, transport).	National Grid has set challenging targets to reduce the carbon emissions of our organisation, including a specific commitment to deliver carbon neutral construction by 2025/26. Key to the delivery of this commitment is to measure the carbon footprint of our projects through concept, detailed design and into delivery and construction using a range of best practice carbon tools and data sets. Prior to construction, and as part our procurement process, carbon management and carbon reduction form a key award criteria for all projects. At tender stage, we require all contractors to calculate a detailed carbon footprint of the Project using our Carbon Interface Tool (CIT), this provides a Capital Carbon baseline in Tonnes of Carbon Dioxide equivalent* (CO_2e) from which the contractors are then incentivised (via Key Performance Indicators) and quarterly reviews to reduce the Carbon Footprint of the Project during construction. Contractors are contractually required to provide carbon data on a quarterly basis to demonstrate performance against carbon reduction commitments agreed at contract award. We also have a range of Net Zero working groups within National Grid Electricity Transmission that explore low carbon innovations and approaches. These groups bring together our contactors and our supply chain to help to reduce the carbon footprint of the materials and resources required to deliver our projects. These groups are: Low-carbon concrete, Low-carbon steel and aluminium, Net Zero construction and Low Carbon cables. These working groups all report progress to an overarching Net Zero forum. The carbon calculations derived from the CIT are used to inform progress against our overall strategic commitments to reducing carbon emissions across its portfolio of projects and meeting its Net Zero targets for construction projects. *CO_2e/ Carbon Dioxide equivalent: is the number of metric tons of CO_2 emissions with the same global warming potential as one metric ton of another greenhouse gas.
4.10.36	Suggest that the A134, B1508, London Roan, Vinesse Road and Straight Road must not be closed or traffic flow restricted under any circumstances.	Construction access, egress and associated traffic routes are being considered and discussed with the appropriate local and national highways authorities. The detailed proposals will be consulted on during the 2024 statutory consultation as part of our Construction Traffic Management Plan (CTMP). Where cables cross existing highways then all crossings will be suitably assessed, and the method of underground cable installation will be determined while considering a number of key factors. Further details of preferred underground cable installation methods and their locations will be available as part of the 2024 statutory consultation design documentation. Currently the crossing of the B1508 will be achieved by overhead lines, an assessment will need to be undertaken to determine the most suitable traffic management to be put into place, this will be required when we are installing the between pylons and over the B1508. Where the outcome is a temporary road closure then a suitable diversion would be agreed with the local highway authority. Currently the crossing of the A134 is proposed to be by means of open trench installation. When undertaking such a highway crossing, we aim to keep disturbance to a minimum by optimising the programme within the roadway. With regards to how the works would be undertaken across the highway the methodology of traffic management will be determined by assessment of the works versus the road / location characteristics such as the physical width, type of use, rate of use, etc. By undertaking such assessment, we can determine the need for traffic management or road closures as follows:

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		• for roads that are wide enough for the works to be undertaken in two parts, it is anticipated that traffic management, such as two-way traffic lights or similar will be used to control the flow of traffic past the works; and • for roads that are too narrow to allow traffic to pass while works are undertaken, the road is likely to be closed during construction with a diversion. We will discuss our interactions with the highways with the relevant highway authority and will be consulting on our access routeing and construction methods during the 2024 statutory consultation including typical arrangements for traffic management, this will be presented in the Construction Traffic Management Plan (CTMP).
4.10.37	Suggest that the trial holes in pylon locations should not be undertaken until the final pylon locations have been decided (i.e., to mitigate significant impact on land drainage).	As part of the ongoing Project development, more detailed ground investigation is being undertaken for a variety of purposes and is feeding into the development process. This information will be held and continue to be referenced throughout the lifecycle of the Project design. Any location specific parameters will be fed into the detailed design process and information used against as the design continues to evolve.
4.10.38	Suggest that works in agricultural fields are constrained to the period between April and August due to the presence of heavy clay soils.	National Grid anticipates gaining consent for the Project towards the end of 2026 and for construction works to commence in early 2027, with the target date for energisation being 2030. This allows for a construction period of three years. There will need to be reinstatement works following the energization to remove the temporary works required to undertake the main construction work and the timescale for that is not yet known but it can be expected to be no less than an additional year at this stage. Due to the scale of the works, it will not be possible to limit construction works to the summer months.
4.10.39	Suggest the minimum soil to the top of the tile over the ducts (where applicable) should be 1.2 metres in order to provide sufficient clearance for land drainage and irrigation purposes.	Underground cabling across the Project is typically designed in line with National Grid specification. This requires the underground cable ducts have 75 mm of Concrete Bound Sand top cover and then a further 900 mm of ground cover to surface, totalling 975 mm cover to the top of the ducting. The Project will comply with the relevant guidance and standards. As part of the consultation process, where underground cables cross private land this may be discussed with the landowners and a depth mutually agreed whilst considering the landowners use.
4.10.40	Suggests where use of boring / drilling / tunnelling near to pinch-points necessitates wider compounds these must be located away from populated areas.	National Grid's preferred method of underground cable installation is the use of open cut trenches. Only when existing constraints dictate that this is not possible do we consider the use of trenchless techniques and therefore the use of such and associated compound requirements are therefore dictated by the location of existing route constraints that open trench cannot negotiate. During the development of the 2024 preferred draft alignment, the route has been assessed along with the proposed installation technique to ensure it is suitable and safe.
4.10.41	Suggests work should proceed one field at a time and trenches should not be	National Grid anticipate gaining consent for this Project towards the end of 2026 and for construction works to commence in early 2027, with the target date for energization being 2030. This allows for a construction period of three years. There will need to be reinstatement works following the energization to remove the temporary works

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	left open, and suggests within limited timeframe during a single growing period to avoid lasting impact on the soil structure.	required to undertake the main construction work and the timescale for that is not yet known but it can be expected to be no less than an additional year at this stage. Due to the scale of the works, it will not be possible to limit construction works in the manner suggested.
4.10.42	Trees in fields should be avoided and protected during construction.	National Grid, through the routeing and siting exercise, has sought to reduce the impact on landscape character and visual amenity, including minimizing direct impacts on trees where practicable. We will continue to consider both landscape character (including valued landscape features such as trees) and visual amenity as we develop our proposals and seek to reduce effects where practicable. Measures/environmental commitments are being identified that would reduce potential impacts from the Project on the environment during construction. These will be presented in the Outline Code of Construction Practice (CoCP) report that will be submitted as part of the application for development consent. An Outline Landscape and Ecological Management Plan (LEMP) will also be submitted as part of the Development Consent Order (DCO) application. These will take into consideration appropriate measures, following industry guidance, to protect trees that are to be retained during construction. The Arboricultural Impact Assessment (AIA) Report will include tree mitigation measures following the guidance in BS5837:2012.
4.10.43	When crossing hedgerows use should be made of existing gaps and otherwise where not possible work should be constrained to just the underground cable burying width.	The development of the underground cable alignment has to consider a wide variety of factors which may be contradictory in the route they guide towards. Given the width of the swathe occupied by underground cables (in the order of 65 m) it can be difficult to route through hedgerow gaps. In practice it would also be difficult to maintain short sections of hedgerow between cable trench excavations. Removal is nonetheless limited to the minimum required, assessed as part of the Environmental Impact Assessment (EIA) with appropriate mitigation and restoration plans developed.
Consultation		
4.10.44	Criticism of consultation maps (e.g., interactive map / maps in consultation materials / listed buildings incorrectly marked / lack of mapping data being checked / Gilderswood Lane is spelt incorrectly on map / interactive map omits the Area of Outstanding Natural Beauty (AONB) / scheduled monuments are shown in the key but are not actually visible on the maps (Section C map 5 of 5, and	National Grid notes the concerns about the mapping. This information was based on desk-based reviews and freely accessible sources. As the Project's design continues to progress, detailed environmental baseline data is being collected to enable the undertaking of the Environmental Impact Assessment (EIA). This includes but not be limited to, a range of seasonal surveys on flora and fauna, intrusive and non-intrusive archaeological surveys and landscape and visual walkovers to define viewpoint locations and further appreciate the local topography and existing planting arrangements. An interactive map was and continues to be available on the Project website so that people can look at our proposals in more detail. Large scale maps were available at all the events and copies were posted to members of the public who requested them during and following events. We will review how we can present materials at the 2024 statutory consultation, including maps – and the detail shown in areas such as Dedham Vale Area of Outstanding Natural Beauty (AONB), and balance this with the scale of the Project.

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	Section F map 1 for example)).	
4.10.45	Criticism of impact surveys undertaken (e.g., conducted at inappropriate times).	A full suite of ecological surveys is currently underway across the Project. A detailed survey scoping exercise has been undertaken to determine the most appropriate survey type, methods and location based on a range of factors including existing records, habitat suitability and likely impacts. Survey scope has been discussed and agreed with the relevant stakeholders to ensure a robust baseline assessment. National Grid welcome receipt of any additional local information.
4.10.46	Criticism that venues for public consultation events did not have appropriate facilities (e.g., toilets, (free) car parking, refreshments).	National Grid tried to make sure the consultation was accessible for local communities which meant balancing a number of factors. This included ensuring appropriate facilities were available, the venue was accessible and there was space available for parking. We also aimed to hold events at a range of times to allow people to attend. Where there were mitigating factors, we also provided four webinar events and opportunities to engage with the Project team via phone, email and freepost. However, we note the comments and will bear this in mind as we look to identify venues for the 2024 statutory consultation.
4.10.47	Comment supportive of consultation materials (e.g., easy to understand).	National Grid notes the respondent's feedback.
4.10.48	Comment supportive of consultation team (e.g., well informed).	National Grid note the respondent's feedback.
4.10.49	Comment supportive of engagement that has taken place / feel listened to.	National Grid notes the respondent's feedback.
4.10.50	Comment supportive of the Project (generally).	National Grid notes the respondent's feedback.
4.10.51	Comment supportive of the Projects aims (e.g., investment in offshore / nuclear / low carbon energy).	National Grid note the respondent's feedback.
4.10.52	Comment supportive of use of underground cables (generally).	National Grid note the respondent's feedback but also note the need to develop its proposals in line with relevant policy and to be economic and efficient. As such the adopted starting position is to utilise overhead lines with underground cable technology adopted for specific sensitive areas as set out in National Policy (NPS) Statement EN-5.

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4.10.53	Concern that consideration has been given to connecting the Project to the hydrogen hub at Harwich/Felixstowe.	The Project has been developed to meet the urgent need to reinforce the National Transmission System due to new generation sources connecting to various substations such as at Necton and Norwich. The most economic and efficient approach is the connection being developed from Norwich to Bramford and on to the East Anglia Connection Node (EACN) substation and then Tilbury. The identified need case does not include a requirement to connect to the Hydrogen Hub. It is notable that consideration of the EACN substation siting included potential customer landfalls in the Felixstowe area were considered in the Corridor and Preliminary Routeing and Siting Study (CPRSS) published as part of the 2022 non-statutory consultation but these were considered to have greater environmental effects and were less preferred.
4.10.54	Concern that National Grid are over-consulting on the Project (e.g., as it must go ahead anyhow).	National Grid notes the respondent's feedback. This Project currently comprises a proposed overhead line connection over 2 km in length and therefore would be expected to be classified as a Nationally Significant Infrastructure Project (NSIP). Therefore, the Project would require consent under the Planning Act 2008. Under the Act, a developer is required to carry out at least one statutory consultation but advice provided by the Planning Inspectorate and highlighted by the Gunning Principles encourages developers to engage early in the development process to give communities and stakeholders the opportunity to provide feedback at an early stage. National Grid is following this advice.
4.10.55	Concern that the consultation is unfair to residents, as farmers have land agents that are able to negotiate on their behalf whereas residents do not (e.g., concern that *'whoever shouts the loudest will be heard the most'*).	The public consultation is intended to provide an opportunity for everyone, including local residents, to comment on our proposals and to provide feedback. All responses received have been read and considered by the Project team. Information from the feedback has been considered as we have developed 2024 preferred draft alignment and information is available on how feedback has influenced the Project is available as part of our consultation within this report
4.10.56	Concern that the Project will be delayed (e.g., due to recruitment / training / labour).	The comment is noted. National Grid is targeting 2030 for the energisation of the Project – the point at which the new connection can be used by new sources of power. Part of our planning involves procuring contractors to develop the Project and working with them to understand the resource and skills implications, with a construction start date likely to be in early 2027.
4.10.57	Concern that there may be confusion of this Project with the 400 kV Bramford to Twinstead line.	All National Grid projects that are part of The Great Grid Upgrade now include specific locations in their names to make it easier for people to understand what and where we are proposing to build new grid infrastructure.
4.10.58	Concerns that there were errors and omissions in the least worst regret modelling approach (employed in the first consultation).	National Grid consider the process to have been an appropriate means for providing information on the work to date and basis for progressing the Project set within the duties and policy framework within which we must work. We will continue to review the Project, including back-checking. The strategic options that have been assessed are subject to review on an ongoing basis. In addition to the work already done, including assessment on Least Worst Regret (LWR) basis which we believe to be a robust method (used by the Electricity System Operator (ESO) and accepted and adopted by Office of Gas and Electricity Markets (Ofgem)) we have conducted the back check and review in

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		accordance with National Grid's document 'Our Approach to Consenting', which was published in April 2022. The Norwich to Tilbury Strategic Options Backcheck and Review (SOBR) appraises the ability of both onshore and offshore options to meet the system need while balancing cost, technical performance and environmental and socio-economic effects. The SOBR has been prepared by National Grid as part of the ongoing strategic options assessment and decision-making process involved in promoting new transmission projects. The report explains that, without reinforcement, the transmission system in East Anglia will have insufficient capacity to accommodate contracted and predicted growth in generation connecting in the area. The SOBR concludes that we should continue take forward an onshore combination of options: • EAN 4 – Overhead Line from Norwich Main to Bramford; and • EAS 2 – Overhead Line from Bramford via a new substation to Tilbury, with undergrounding through the Dedham Vale Area of Outstanding Natural Beauty (AONB).
4.10.59	Consultation advertising was not adequate / More consultation advertising needed.	The consultation was advertised widely - in local newspapers and on social media, television, radio and in local newspapers. Before the start of the 2023 non-statutory consultation, we prepared a Consultation Strategy to set out how we were planning to consult on the Project. National Grid shared this document in draft with the potentially affected Local Authorities who provided us with comments based on their knowledge and experience of consultation in the area. We incorporated these comments where practicable and information on this is available in this report. The Consultation Strategy is available as Appendix A to this report. Before any future consultation, we will update the Consultation Strategy and engage with Local Authorities for their views on how we should conduct the consultation. We note the comment and will keep this under review at the next stage of the Project.
4.10.60	Concern that the timescales for the Project are too ambitious.	There is a Government drive for up to 50 GW of offshore wind to be connected to the national grid by 2030. This Project is a significant enabler to that Government target. There are also contracts in place to connect three customers that National Grid is contractually obliged to meet unless the customers' request to change their connection dates. The timescales are challenging but at this stage the Project remains on target to deliver in line with our obligations.
4.10.61	Criticism consultation events were held at short notice.	National Grid provided a week's notice before the first event of the 2023 non-statutory consultation was held. To advertise the event, we wrote to all residential properties and businesses within the Primary Consultation Zone (PCZ) making them aware of the event schedule and how to take part. We also provided a range of events during the period, including a series of webinars. Footfall at the events was also high, with more than 1,800 people attending. We also agreed our approach before launching consultation with local authorities through the preparation of a Consultation Strategy. This document sets out how we were planning to consult on the Project. We shared this in draft with the potentially affected Local Authorities who provided us with comments based on their knowledge and experience of consultation in the area. We incorporated these comments where practicable and information on this is available in this report. The Consultation Strategy is available as Appendix A to this report. Before any future consultation, we will update the Consultation Strategy and engage with Local Authorities for their views on how we should conduct the consultation. We note the comment and will keep this under review at the next stage of the Project.

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4.10.62	Criticism consultation events were poorly signposted (i.e., hard to find).	Before the start of the 2023 non-statutory consultation, National Grid prepared a Consultation Strategy. This document sets out how we were planning to consult on the Project. We shared this in draft with the potentially affected Local Authorities who provided us with comments based on their knowledge and experience of consultation in the area. We incorporated these comments where practicable and information on this is available in this report. The Consultation Strategy is available as Appendix A to this report. Before any future consultation, we will update the Consultation Strategy and engage with Local Authorities for their views on how we should conduct the consultation. We note the comment and will consider how we can signpost events at the next consultation.
4.10.63	Criticism of accessibility to venue for public consultation events (e.g., lack of disabled access).	National Grid tried to make sure the consultation was accessible for local communities and held 12 public consultation events along the route of the preferred draft alignment, including at least one in each local authority area. We had to balance a number of factors when booking the consultation venues, including availability and selecting larger venues along the route to ensure everyone who wanted to attend could be accommodated. We also held a series of online webinars which provided further opportunities for people to find out the same information and ask questions. We note the comment and will keep this under review when identifying venues for the next public consultation.
4.10.64	Criticism of consultation events (e.g., too busy / disordered).	Before the 2023 non-statutory consultation commenced, National Grid prepared a Consultation Strategy. This document sets out how we were planning to consult on the Project. We shared this in draft with the potentially affected Local Authorities who provided us with comments based on their knowledge and experience of consultation in the area. We incorporated these comments where practicable and information on this is available in this report. The Consultation Strategy is available as Appendix A to this report. Before any future public consultation, we will update the Consultation Strategy and engage with Local Authorities for their views on how we should conduct the consultation. National Grid held 12 public consultation events along the preferred draft alignment, including at least one in each local authority area. From experience we find an informal approach best works for people who attend consultation events. It allows them to take their time in viewing the information available and when they are ready, to spend some time talking to a member of the Project team. We recognise that some of the events were very well attended, although our team worked to ensure that the capacity of venues was not exceeded at any time. We also held four online webinars to provide information to those who felt more comfortable with online meetings. We note the comment and will bear this in mind in developing our 2024 statutory consultation and planning events.
4.10.65	Criticism of consultation leaflet delivered to respondent (e.g., not easy to read and understand).	This comment is noted, and National Grid will consider how to make future consultation material easier to understand.
4.10.66	Criticism of consultation materials (generally).	Before the start of the 2023 non-statutory consultation, we prepared a Consultation Strategy. This document sets out how we were planning to consult on the Project, including the materials to be presented. We aim to make consultation as accessible as possible and offer a range of materials to enable this, including an overarching introduction to the Project and the consultation (the 2023 Project Background Document (PBD)), an

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		interactive map and more technical information. We also offer ways to contact the Project team should someone need more information, or information in a different format. We will continue to assess how best to present information in an accessible way and format, but always recommend people contact the team directly via our hotline or email address if they have questions or concerns.
4.10.67	Criticism of consultation process.	Before the start of the 2023 non-statutory consultation, National Grid prepared a Consultation Strategy. This document sets out how we were planning to consult on the Project. We shared this in draft with the potentially affected Local Authorities who provided us with comments (see Appendix B of this report) based on their knowledge and experience of consultation in the area. We amended the Strategy based on feedback where practicable. The Public Consultation Strategy is available as Appendix A to this report and the consultation was undertaken in accordance with this. Feedback has been reviewed by the Project team and responses are published in this Feedback Report. Where feedback has influenced the design of the Project, this has also been included. Before any further stage of consultation, we will update the Consultation Strategy and engage with Local Authorities for their views on how we should conduct the consultation.
4.10.68	Criticism of consultation questionnaire (e.g., questions are misleading / form is cumbersome).	The feedback form provided as part of the consultation is only a guide to enable the consultees to provide feedback on our proposals. The feedback form included a number of open and closed questions. Free text boxes enabled people to provide any other feedback they wanted. Respondents were free to answer any questions they felt most relevant. National Grid have found in the past, that people find a feedback form useful in structuring their responses and that the form has been helpful. However, feedback can be provided in any way that the consultee wishes, either by using the feedback form template, by letter, email, or telephone. All feedback received from the 2023 non-statutory consultation has been read by the Project team and all feedback will continue to be considered as the Project develops. All feedback has been recorded and responded to in this report or in the Project documents supporting the 2024 statutory consultation.
4.10.69	Criticism of consultation team.	The National Grid Project Team has been and continues to be available to engage with both the public and stakeholders about the Project. The members of the Project team have developed the proposals and work on the Project every day and therefore are well placed to answer questions that may arise. We encourage anyone with any concerns or questions to contact us directly. through the Norwich to Tilbury Freephone number, address or email throughout the development of the Project: • **Call our Community Helpline:** 0800 915 2497 (Lines are open Monday to Friday 9am-5:30pm) • **Email us:** contact@n-t.nationalgrid.com • **Write to us:** FREEPOST N TO T (No stamp or further address details are required)
4.10.70	Criticism of consultation timing (e.g., not enough time to consider the proposals / clash with the Lawford/Tendring show).	Before the start of the 2023 non-statutory consultation, National Grid prepared a Consultation Strategy. This document sets out how we were planning to consult on the Project. We shared this in draft with the potentially affected local authorities who provided us with comments based on their knowledge and experience of consultation in the area. We amended the Strategy based on feedback where practicable and information on this is available in this report together with information on how we complied with the strategy. The Consultation Strategy is available as

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		Appendix A to this report. Before any future consultation, we will update the Consultation Strategy and engage with local authorities for their views on how we should conduct the consultation. When booking the consultation venues, we tried to ensure we had at least one venue in each local area. There was limited availability for venues and the 8 July was the only availability we were able to work with for the Lawford venue in the consultation event period. Although the Tendring show was scheduled to be held on the same day, this was an opportunity for people in the local area who were attending the show to visit the consultation event and provide feedback. A public consultation event was also held on Thursday 13 July at Langham, less than 10 miles away. A total of 12 public consultation events along the proposed route and four webinars were held during the consultation period of eight weeks. Recordings of the webinars were available on the Project website for people to view at any time. The Project team were available and continue to answer questions through the Norwich to Tilbury Freephone number, address or email throughout the development of the Project: • **Call our Community Helpline:** 0800 915 2497 (Lines are open Monday to Friday 9am-5:30pm) • **Email us:** contact@n-t.nationalgrid.com • **Write to us:** FREEPOST N TO T (No stamp or further address details are required)
4.10.71	Criticism of consultation webinars.	Before the start of the 2023 non-statutory consultation, National Grid prepared a Consultation Strategy. This document sets out how we were planning to consult on the Project. We shared this in draft with the potentially affected Local Authorities who provided us with comments (see Appendix B of this report) based on their knowledge and experience of consultation in the area. We amended the Strategy based on feedback where practicable. The Public Consultation Strategy is available in this report as Appendix A and the consultation was undertaken in accordance with this. During the consultation we held four public webinars. These provided an opportunity for people to see the same information that was presented in public consultation events and to ask questions to the Project team. Before any further stage of consultation, we will update the Consultation Strategy and engage with Local Authorities for their views on how we should conduct the consultation.
4.10.72	Criticism of energy suppliers / generators.	National Grid transmit energy generated where required. We do not generate or trade electricity but we are required to connect generators when asked to do so. It is for the planning system to consider generators proposals on a case-by-case basis.
4.10.73	Criticism of Fisher German (e.g., lack of action / inconsistency in the information that has been provided to landowners by Fisher German, particularly relating to how the comments from meetings would be fed	Norwich to Tilbury, is a large, complex and challenging Project but National Grid has confidence in Fisher German as their land agent and their ability to deliver the land rights required for the Project. There have been no other concerns raised regarding the professionalism of the staff and their conduct during meetings. Resource levels are constantly being reviewed and will be increased when needed i.e., statutory consultation phase of the Project. All comments made by landowners and /or appointed agents during the 2023 non-statutory consultation landowner meetings were recorded and fed into Project development.

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	into the non-statutory consultation including how change requests could be fed back to National Grid / minutes of meetings with Fisher German not received / lack of professionalism / lack of manpower / struggling to deal with change requests in a timely manner).	
4.10.74	Criticism of getting to the consultation venue (e.g., due to traffic, such as due to the Suffolk show on the same date / lack of transport options / lack of signage to venue).	National Grid tried to find venues as close to the Project as practicable to ensure that we reduced the distance people had to travel to the consultation events. We note the comment and will bear this in mind as we look to identify venues for any future consultation. Larger venues with better facilities may involve a greater travelling distance.
4.10.75	Criticism of imagery / photography used for consultation materials.	The 2023 non-statutory consultation materials, including the newsletter and Project Background Document, showed a mix of photographs including images of infrastructure such as pylons. At the public events a range of materials were available including photographs of infrastructure both in construction and operation. National Grid note the comment and continue to bear this in mind as we develop materials for the 2024 statutory consultation.
4.10.76	Criticism of name Great Grid Upgrade / Norwich to Tilbury.	National Grid has changed the name of the Project to Norwich to Tilbury to make it clear it's part of The Great Grid Upgrade. All projects that are part of the Great Grid Upgrade will include specific locations in their names to make it easier for people to understand what and where we are proposing to build new infrastructure.
4.10.77	Criticism of National Grid.	All comments and feedback are welcomed and noted. We are progressing with our proposals in line with our duties and all relevant polices. We will continue to review and consider feedback and make changes where appropriate.
4.10.78	Criticism of National Grid's use of EN-3 as it is not yet in force.	National Grid is promoting the Project within the context of the existing National Policy Statements (NPS). Draft NPS can also be a consideration in planning terms, and it is normal for draft policy to be taken into account where relevant, but preliminary judgements are made on existing planning policy and guidance. Following the 2023 non-statutory consultation the final NPS documents were published by Government and came into force in January 2024 and form the policy context for the Project moving forwards.
4.10.79	Criticism of previous 2022 non-statutory consultation (including criticism that National Grid has not	Following the 2022 consultation National Grid read, considered and responded to all the feedback received. Our responses are contained within the 2022 Non-Statutory Feedback Report that was published as part of the material made available at the beginning of the 2023 non-statutory consultation. At the same time, we also published the 2023 Design Development Report (DDR) that explained how the Project had been refined and where changes had been made.

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	considered feedback from previous consultation).	The feedback received following the 2023 non-statutory consultation has also been considered and has informed how the Project has been further developed. How feedback has influenced the changes which have been made is set out in this report and in the 2024 DDR.
4.10.80	Criticism of the £500 million connection of a wind farm from the coast to Norwich Main which started construction in January this year (this is a pre-determined route granted before consultation).	Reinforcement projects respond to an accumulated position in terms of connections and changing patterns of supply and demand. The Project referred to can be accommodated within the capability of the upgraded existing network but cumulatively with other connections drives the need for the reinforcement.
4.10.81	Criticism of the Government / local Government.	This comment is noted. This is not a matter for National Grid.
4.10.82	Criticism of the Strategic Options Backcheck and Review (e.g., too difficult to understand / presents no detailed environment assessments).	The Strategic Options Backcheck and Review (SOBR) is a technical assessment based largely on power system engineering. National Grid have sought to make this accessible and understandable to non-technical readers. There are high-level environmental assessments of the options in the SOBR. We believe this is sufficient within the consideration of the strategic options, to allow comparisons to be made across the options and to allow preliminary decisions to be made.
4.10.83	Criticism of use of QR codes in consultation materials.	National Grid uses QR Codes alongside website addresses and links on materials to enable people to quickly access the Project website from their smartphone. For people without smart phones, we also provide written links on materials.
4.10.84	Criticism of using financial compensation to go ahead with the Project.	National Grid is aware that the Government recently ran a consultation seeking views on how community benefits should be delivered for communities that host onshore electricity transmission infrastructure. We will continue to work with the Government and regulator as they define the details of these schemes emerging from the consultation and, once published, will work to understand what this means for our projects. There are statutory instruments for compensation where that may apply.
4.10.85	Criticism of name change Great Grid Upgrade Norwich to Tilbury as it shows a pre-determined route.	National Grid changed the name of the Project from East Anglia Energy Enablement (GREEN) to Norwich to Tilbury. All our projects that are part of The Great Grid Upgrade now include specific locations in their names to make it easier for people to understand what and where we are proposing to build new grid infrastructure. This change is not a case of predetermination as the Project's aim has always been to reinforce infrastructure between Norwich and Tilbury.
4.10.86	Criticism that a 'Norfolk generation group' has not been mapped.	National Grid will be producing an update to our needs case at every stage of the Project and will provide updated information at each point. The feedback is appreciated and will help inform our next version of the Needs Case. At our regular updates we will ensure the Project need remains robust before we move to the next stage.

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4.10.87	Criticism that a Project engineer for National Grid (western mercury article) recently stated that removing pylons would improve skylines for residential areas, enhance stability of network and handle increasing demands for low carbon tech - the Project contradicts this statement.	All comments and feedback are welcomed and noted. This comment relates to another Project with the comments made within the context of its specific circumstances. National Grid is taking forward the Norwich to Tilbury Project by considering its specific circumstances within the relevant planning policy context. We carefully consider feedback received and are undertaking an Environmental Impact Assessment (EIA) to assess the potential impact of the Project, and this will identify any need for additional mitigation.
4.10.88	Criticism that alternatives were not presented for consideration in the first non-statutory consultation or in the second consultation.	National Grid has presented a wide range of alternative means for the Project and set these out in the Corridor and Preliminary Routeing and Siting Study (CPRSS), published in support of the 2022 non-statutory consultation, and the Strategic Options Backcheck and Review (SOBR), published in support of the 2023 non-statutory consultation. We have also considered feedback relating to suggested alternatives and set out responses within the 2022 Non-Statutory Consultation Feedback Report published at the beginning of the 2023 non-statutory consultation and elsewhere within this report.
4.10.89	Criticism that backchecking has not included offshore options.	The Strategic Options Backcheck and Review (SOBR), published in support of the 2023 non-statutory consultation, included consideration of predominantly offshore options connecting Norwich to Tilbury. Offshore grid type options were previously considered by the Electricity System Operator, however these have not been taken forward by Government for the connections being made into Norwich and Necton, for which reinforcement is required to be available from 2030.
4.10.90	Criticism that consultation events were only held during the daytime (e.g., those that work during day could not attend) / Suggest some consultation events are held in the evenings / Criticism that there was only one consultation event held at the weekend.	National Grid held 12 public consultation events and four public consultation webinars over a variety of days. Times and days for the events were dependent on availability of venues and eight of the 12 public consultation events were open until 7pm in the evening and one was held on a Saturday. One webinar was also held on a Saturday. The comment is noted and will be considered when we are planning the event programme for the 2024 statutory consultation.
4.10.91	Criticism that consultation helpline was not answered.	The consultation telephone helpline was open from 9am to 5pm Monday to Friday. National Grid is aware that at times there were a high volume of calls during the consultation and apologises if a call was missed.
4.10.92	Criticism that consultation letter was not received.	The Project newsletter was sent to all approximately 50,000 addresses along the preferred corridor within an area of approximately 1 km either side. We also sent copies to Parish Councils within the consultation zone and made them available at information points across a wider area and at the public consultation events and online.

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		In addition to raise awareness of the consultation, we published a series of newspaper advertisements setting out information.
4.10.93	Criticism that consultation was during peak harvest season.	All comments and feedback are welcomed and noted, and National Grid will continue to bear this in mind when developing plans for the 2024 statutory consultation.
4.10.94	Criticism that consultation was during summer holiday period.	Before the start of the 2023 non-statutory consultation, National Grid discussed its approach with officers from the local authorities and prepared a Consultation Strategy. This document sets out how we were planning to consult on the Project and was published on the Project website. The majority of the public consultation events were held before the start of the state schools' holidays and the consultation was open for eight weeks to enable local communities enough opportunity and time to comment on the development of the overall proposals.
4.10.95	Criticism that consultation was not accessible to those without information technology (IT) access / with limited literacy skills.	Before the start of the 2023 non-statutory consultation, National Grid discussed its approach with officers from the local authorities and prepared a Consultation Strategy. This document sets out how we were planning to consult on the Project and was published on the Project website. To help ensure the consultation was accessible, we wrote to approximately 50,000 properties with details of our proposals and held 12 face-to-face events and four webinars. We also made a freephone and freepost service available for people to contact us with any queries. This provided an alternative option for those who may have difficulty accessing other engagement channels or were less comfortable with online technology. The Project team is happy to discuss any special requirements for marginalised groups for consultation and implement these where practicable. The Consultation Strategy is available as Appendix A to this report.
4.10.96	Criticism that consultation website is not optimised for mobiles devices.	National Grid tests to ensure the website works on a range of mobile devices. We will continue to do this and take on board public feedback – or answer technical questions – in order to make it easy to access information about the Project.
4.10.97	Criticism that consultation won't make a difference (e.g., feedback won't be listened to).	Feedback does make a difference. Many of the changes presented at the 2023 non-statutory consultation were as a direct result of the information and feedback we received at the 2022 non-statutory consultation. National Grid has continued to have regard to all feedback received. During the consultation, we asked for feedback on the preferred draft alignment, including pylon positions, the locations of underground cables, Cable Sealing End (CSE) compounds, the East Anglia Connection Node (EACN) substation and the changes that were made to the route since the last consultation. We also wanted to know about any concerns or questions about the proposals, or if there were any local factors that should be considered. The feedback received through this consultation has informed how the proposals have been developed. How feedback has influenced the changes which have been made is set out in this report and in the 2024 Design Development Report.

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4.10.98	Criticism that contracts in relation the Project have already been agreed with companies, prior to gaining Development Consent Order (DCO) consent.	National Grid owns and maintains transmission infrastructure and is required by its licence and statutory duties to connect customers to it. The connection process for customers, including customer contracts, which are contracts between the customer and the Electricity System Operator (ESO) (shortly to become the National Energy System Operator), is governed by the Connection and Use of System Code and is managed by the ESO in accordance with Government policy to accelerate connections.
4.10.99	Criticism that Gunning Principles have not been considered.	This Project comprises a proposed overhead line connection over 2 km in length and therefore it is currently expected to be classified as a Nationally Significant Infrastructure Project (NSIP). Therefore, the Project would require consent under the Planning Act 2008. The Planning Inspectorate publish guidance and advice on developing an NSIP for developers to follow. National Grid considers that we have developed our proposals and carried out consultation in accordance with the Gunning Principles. The Gunning Principles set out four principles for consultation as follows: • Consultation must be at a point when proposals are still at a formative stage. A final decision has not yet been made, or predetermined, by the decision makers. The Project is still in the early stages. This was our second non-statutory consultation and there will be a statutory consultation in 2024. At this point no final decisions have been made. Both the 2022 and the 2023 non-statutory consultations have led us to make changes to our proposals as a result of consultation feedback. • There is sufficient information to give 'intelligent consideration'. The information provided must relate to the consultation and must be available, accessible, and easily interpretable for consultees to provide an informed response. We have published a considerable amount of information to support both non-statutory consultations. This information was available online and in paper copy at our public events during consultation and remains available on the Project website. The information published at the 2023 non-statutory consultation included the Design Development Report (DDR), the Strategic Backcheck Options and Review report (SOBR) and the Project Background Document (PBD), all available on our website. Project • There is adequate time for consideration and response. There must be sufficient opportunity for consultees to participate in the consultation. The consultation ran for a period of eight weeks, and this gave sufficient time for people to review the information provided, attend a face-to-face event, webinar, or contact the Project team with any questions to enable them to provide an informed response. We follow advice and guidance provided in relation to consultation for a Project of this nature and are confident we go over and above any statutory requirements to engage fully with all stakeholders. • Consideration must be given to the consultation responses before a decision is made. Decision makers should be able to provide evidence that they took consultation responses into account. In response to the consultation, we received over 4,000 responses. Responses were received from members of the public, elected members, local authorities and technical stakeholders. All responses received have been read and considered by the Project team. Information from the feedback has been considered and

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		changes have been made as we have developed the 2024 preferred draft alignment and information is available on how feedback has influenced the Project within this report.
4.10.100	Criticism that Holford Rules have not been considered.	National Grid disagrees that the Holford Rules have not been considered as these are referenced within the policy framework which is relevant to the Project. We would note that application of the Holford Rules typically involves balancing alternative solutions which can present conflicting Holford compliance and may from some perspectives appear to suggest an aspect has not been considered. The Design Development Report (DDR), published as part of the 2023 non-statutory consultation sets out how the Holford Rules informed decision making and the further DDR to be published as part of our 2024 statutory consultation does the same for changes to the 2023 preferred draft alignment. We use the Environmental Impact Assessment (EIA) process to inform the balance and define our proposals that we take forward, and which are also informed by feedback.
4.10.101	Criticism that Horlock Rules have not been considered.	National Grid disagrees that the Horlock Rules have not been considered as these are referenced within the policy framework which is relevant to the Project. We would note that application of the Horlock Rules typically involves balancing alternative solutions which can present conflicting compliance and may from some perspectives appear to suggest an aspect has not been considered. The Design Development Report (DDR), published as part of the 2023 non-statutory consultation sets out how the Horlock Rules informed decision making and the further DDR to be published as part of our 2024 statutory consultation does the same for changes to the 2023 preferred draft alignment and siting of Cable Sealing End (CSE) compounds and substation infrastructure. We use the Environmental Impact Assessment (EIA) process to inform the balance and define our proposals that we take forward, and which are also informed by feedback.
4.10.102	Criticism that impacted landowners / stakeholders have not been directly engaged with.	All landowners / stakeholders that are directly impacted by the Project have been contacted and asked to engage with the Project's lands team. During the 2023 non-statutory consultation all landowners affected by the 2023 preferred draft alignment were offered a 1-2-1 meeting and, in the lead up to and during the 2024 statutory consultation all affected landowners will again be offered a 1-2-1 meeting to discuss our proposals and engage regarding possible impacts on their land. If a landowner feels that they have not been engaged with, please get in contact with the lands team. Norwich-Tilbury@fishergerman.co.uk or by calling us on Freephone 0808 175 3314. Alternatively, you can write to Norwich to Tilbury Land Team, Fisher German, The Atrium, Risby Business Park, Newmarket Road, Risby, Bury St Edmunds, IP28 6RD.
4.10.103	Criticism that in the first non-statutory consultation documentation (i.e., it was concluded by Essex Suffolk Norfolk Pylons (ESNP) action group that majority of respondents, did not know what the Corridor and Preliminary Routeing and	National Grid provides a range of documents at each consultation to enable the public and stakeholders to interrogate the Project to the level of detail that best suits their needs or interests and promote accessibility. Typically, we provide a mixture of public-friendly documents – the Project Background Document (PBD), newsletter and website – that is supported by more technical documents should people wish to know more. Wherever possible the documents are signposted to make it easier to navigate and find information. At each consultation period, we also hold public consultation events which are attended by the senior project team, lead designers and a range of subject matter experts to respond to questions and concerns. Some information will be technical by nature, but we will continue to assess how to make complex information more accessible for the public.

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	Siting Study (CPRSS) was, did not find it accessible, and did not understand the Project cost within the CPRSS).	
4.10.104	Criticism that information leaflets for the Project are called *'community newsletters'*.	All comments and feedback are welcomed and noted, and National Grid will continue to bear this in mind when developing plans for the 2024 statutory consultation.
4.10.105	Criticism that it was difficult to find the consultation / feedback form / information on the Project (e.g. website hard to navigate) / suggest that consultation questionnaire opens on first weblink.	National Grid will continue to look at how we can optimise the user experience and make the website easy to navigate. Wherever possible we look to signpost how to submit feedback and find information. Where people have issues, we encourage them to contact us directly via our hotline number, email, Freepost or at one of our events.
4.10.106	Criticism that it was difficult to obtain hard copy documents from National Grid (via phone) and that people had to justify why paper copies were needed.	National Grid acknowledges it takes time to process and deliver copies of larger consultation materials, however, materials were made widely available via the website, at information points along the route and at the consultation events. The 2023 non-statutory consultation ran for a period of eight weeks, and this gave sufficient time for people to review the information provided, attend a face-to-face event, webinar, or contact the Project team with any questions to enable them to provide an informed response.
4.10.107	Criticism that it was hard for people to understand landscape impact because there are no, landscape visuals showing how a pylon would look in situ.	The 2023 non-statutory consultation materials included several photographs to show pylons in situ.
4.10.108	Criticism that it was unreasonable to limit the direct mailout to the Primary Consultation Zone (PCZ) (50 m pylons would also be visible from locations a substantial distance outside of the PCZ and the Secondary Consultation Zone (SCZ)).	The Primary Consultation Zone (PCZ) extended to an area approximately 1 km either side of the 2023 preferred draft alignment. Properties within this zone were sent a community newsletter at consultation launch. However, we also developed a Secondary Consultation Zone (SCZ) that extended to 4 km either side of the preferred draft route alignment. Within this wider area we: • placed advertisements in local and regional newspapers providing information about the consultation and how to get involved; • provided Project documents at information point locations within and beyond the SCZ for public viewing; • placed advertisements on social media to target different demographics and to include those who might not otherwise engage with the consultation;

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		• published details of consultation events on the Project website; • provided contact details for queries and how to request paper copies of consultation materials on the Project website; and • held public information events. We also consulted local authorities on this approach before the start of non-statutory consultation in 2022 and 2023, setting out how consultation would be carried out within a Consultation Strategy document (see Appendix A).
4.10.109	Criticism that National Grid did not address the Breaches of Green Claims Code.	National Grid is not aware of any breaches.
4.10.110	Criticism that National Grid did not address the impact of the Project on 580 viewpoints (from list of submitted visual receptors which residents along the route had placed on map).	Projects of this nature are required to assess the potential environmental impacts of the proposals, and report on those, and set out proposed mitigation, in an Environmental Statement (ES) in accordance with the relevant Environmental Impact Assessment (EIA) Regulations. The EIA starts early in the process and, in that respect, a considerable amount of assessment work has been undertaken to allow preliminary judgements to be made about the design and routeing of the Project. This has been set out in various publications (The Corridor and Preliminary Routeing and Siting Study (CPRSS), published as part of the 2022 non-statutory consultation, the Design Development Report, 2022 Non-Statutory Consultation Feedback Report and Strategic Options Backcheck and Review, published as part of the 2023 non-statutory consultation) with feedback helping shape the preliminary proposals. Further detailed assessment work has been undertaken since the 2023 non-statutory consultation and is published in the Preliminary Environmental Information Report (PEIR) to accompany the statutory consultation stage of the Project. National Grid will be writing up its Landscape and Visual Impact Assessment (LVIA) that will, in addition to other topic specific assessments, form the latter part of the EIA for the Project. This will include a write-up of an assessment on both landscape character and visual amenity. Landscape and visual viewpoints will be used to produce technical visualisations to assist stakeholders and ultimately the Planning Inspectorate to understand the likely effects of the Project on landscape character and on views from specific points. Where practicable, viewpoints will be selected to represent several different receptor groups, for example on the edge of a settlement, on a promoted Public Right of Way (PRoW), at a high point or near to a cluster of properties. Viewpoints selected to represent the different groups of people likely to be affected by the Project will be agreed with Natural England and the Area of Outstanding Natural Beauty (AONB) Partnership (where required) and Local Planning Authorities (LPAs). The selection of the final viewpoints will be informed by a combination of Zone of Theoretical Visibility (ZTV) analysis, ground truthing field work, desk-based research on access and recreation (including PRoW – i.e. long distance paths, footpaths, bridleways – and public land), tourism including popular vantage points, and by the distribution of the different groups of visual receptors. It is reasonable to assume that as the Project design evolves, amendments to viewpoint locations and additional viewpoints may be required to inform the landscape and visual assessment. In the event that changes are identified

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		and/ or additional viewpoints are considered necessary these would be discussed and agreed with the applicable consultees.
4.10.111	Criticism that National Grid did not address the Legal opinion by Charles Banner KC that found that the consultation was deficient.	The feedback provided by Essex Suffolk Norfolk Pylons group, which included a legal opinion from Charles Banner, has been considered and our responses can be found in Chapter 4 of this report.
4.10.112	Criticism that National Grid did not address the option of Integrated offshore grid alternative (i.e., this should be considered under EN-1 requirement to look at realistic infrastructure alternatives).	National Grid must respond to the scale and timing of connection agreements as part of its duties and obligations. A number of these drive a need for the timing of the reinforcement delivered by the Project with a need to meet a 2030 timescale. An integrated offshore grid alternative cannot meet this deadline, something recognized by Government, through independent reviews, and as published in the Holistic Network Design (HND). As such, this approach would not meet the need of the Project and therefore was not addressed.
4.10.113	Criticism that National Grid did not reschedule the date of the consultation event in Lawford (given clash with Tendring Show) despite requests by residents to reschedule.	When booking the consultation venues, National Grid tried to ensure we had at least one venue in each local area. There was limited availability for venues and the 8 July was the only availability we were able to work with for the Lawford venue in the consultation event period. Although the Tendring show was scheduled to be held on the same day, this was an opportunity for people in the local area who were attending the show to visit the consultation event and provide feedback. A public consultation event was also held on Thursday 13 July at Langham, less than 10 miles away.
4.10.114	Criticism that National Grid have mislead respondents / Criticism that consultation is biased towards what National Grid want (e.g., pylons / overhead lines).	National Grid disagrees that consultation or its content has been misleading and we believe we have been clear about the Project, the rationale behind it and how we have developed the design. This information is set out within materials presented at both the 2022 and the 2023 non-statutory consultation. Feedback arising from both consultations has also been carefully considered and responded to within this report and the predecessor feedback report published at the start of the 2023 non-statutory consultation. National Grid is not biased towards any particular technology solution but operates within clear policy and funding guidance. How these have been factored in can be found within the consultation materials published in 2022, 2023 and at the 2024 statutory consultation. In terms of capturing specific feedback, we have captured all comments and feedback received at the 2023 consultation irrespective of how an individual submits it. Comments via the website questionnaire are treated in the same way as an email, letter or hard copy feedback form.
4.10.115	Criticism that National Grid have not complied with the Electricity Act 1989 (i.e., paragraph 1(1) of Schedule 9, conserving fauna, and	Schedule 9 of the Electricity Act requires National Grid, when formulating proposals for new lines and other works, to: *'…have regard to the desirability of preserving natural beauty, of conserving flora, fauna, and geological or physiographical features of special interest and of protecting sites, buildings and objects of architectural, historic or archaeological interest; and to do what [it] reasonably can to mitigate any effect which the proposals would have on the natural beauty of the countryside or on any such flora, fauna, features, sites, buildings or objects'.*

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	geological or physiographical features of special interest and of protecting sites, buildings and objects of architectural, historic or archaeological interest).	Our Stakeholder, Community and Amenity Policy sets out how we will meet this Schedule 9 duty. The commitments within the Policy include: • only seeking to build new lines and substations where the existing transmission infrastructure cannot be upgraded technically or economically to meet transmission security standards; • where new infrastructure is required, seeking to avoid areas that are nationally or internationally designated for their landscape, wildlife or cultural significance; and • minimising the effects of new infrastructure on other sites valued for their amenity. In developing proposals for the Project, we have considered our duties under the Electricity Act 1989 to develop efficient, co-ordinated and economical solutions, our duty to have regard to the environment in Schedule 9 of the 1989 Act, and the policy, advice and guidance provided by Government through the adopted and emerging National Policy Statements (NPS) EN-1, EN-3 and EN-5.
4.10.116	Criticism that National Grid have not considered wildlife impact outside designated sites.	Through routeing and siting, National Grid has sought and will continue to reduce as far as practicable potential impacts on biodiversity including protected species. The process of routeing takes account of existing biodiversity, the natural environment and, where practicable, seeks to reduce potential impacts on areas of ecological sensitivity including protected species and their associated habitats, through avoidance or mitigation. A comprehensive survey effort for a range of protected species is currently underway with surveys proposed to continue throughout 2024. The Environmental Impact Assessment (EIA) for the Project will assess the effects on protected species based on this baseline information and where/if required appropriate mitigation measures will be detailed. We will continue to engage with Natural England and Local Planning Authorities (LPAs) on aspects relating to biodiversity and the natural environment, including appropriate mitigation measures and techniques for protected species and to take their views into account as the Project continues to develop. The Environment Act 2021 introduces a mandatory requirement for 10% Biodiversity Net Gain (BNG) for new developments (which is not yet in force). We have committed to deliver Net Gain of at least 10% or greater in environmental value (including BNG) on all construction projects. The Net Gain target for the Project is currently voluntary and aligned with our corporate sustainability commitment. As well as seeking to avoid and minimise our impacts to nature, the Project will consider the land required for mitigation, compensation and enhancement that can deliver BNG and wider environmental benefits, which will be identified as the Project design develops. This may require delivery of offsite Biodiversity Units via habitat creation or enhancement actions in strategic areas, and we will consider all options that are available to us.
4.10.117	Criticism that National Grid have under-presented the visual impact of the Project with the suggestion that the visual impact will be reduced by trees, as these are deciduous trees and will only	National Grid, through the routeing and siting exercise, has sought to reduce the impact on landscape character and visual amenity. We will continue to consider both landscape character and visual amenity as we develop our proposals and seek to reduce effects where practicable. The Holford rules are guidelines used by National Grid for the routeing of new high voltage overhead transmission lines. These guidelines recognise that tree and hill backgrounds are preferable to sky backgrounds wherever possible when routeing overhead lines (Rule Four) and moderately open valley with woods are preferred where the apparent height of pylons will be reduced, and views of the line will be broken by trees (Rule Five). We acknowledge that it is not possible to fully mitigate the visual impact of the overhead line element of the Project. Areas of well treed

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	minimise visual impact during summer months.	landscape will help break up views of the infrastructure, albeit it is recognised that there will be seasonal variation in terms of the level of filtering and screening that tree cover provides. Projects of this nature are required to assess the potential environmental impacts of the proposals, and report on those, and set out proposed mitigation, in an Environmental Statement (ES) in accordance with the relevant Environmental Impact Assessment (EIA) Regulations. The EIA starts early in the process and, in that respect, a considerable amount of assessment work has been undertaken to allow preliminary judgements to be made about the design and routeing of the Project. This has been set out in various publications (The Corridor and Preliminary Routeing and Siting Study (CPRSS), published as part of the 2022 non-statutory consultation, the Design Development Report, 2022 Non-Statutory Consultation Feedback Report and Strategic Options Backcheck and Review, published as part of the 2023 non-statutory consultation) with feedback helping shape the preliminary proposals. Further detailed assessment work has been undertaken since the 2023 non-statutory consultation and is published in the Preliminary Environmental Information Report (PEIR) to accompany the statutory consultation stage of the Project. National Grid will be writing up its Landscape and Visual Impact Assessment (LVIA) that will, in addition to other topic specific assessments, form the latter part of the EIA for the Project. This will include a write-up of an assessment on both landscape character and visual amenity. Where likely significant effects are anticipated the LVIA will consider and identify areas where it may be necessary and appropriate to put forward potential mitigation as part of an iterative design and assessment process.
4.10.118	Criticism that newsletters were brief and did not enclose a paper response to the consultation.	All comments and feedback are welcomed and noted, and National Grid note will continue to bear this in mind when developing materials for the 2024 statutory consultation. Paper questionnaires were available free of charge at advertised information deposit locations, public consultation events and by calling the Project freephone helpline. It was also possible to provide comments via our Freepost address if that was preferable to using our online form.
4.10.119	Criticism that National Grid has discarded an offshore alternative using evidence that has not been tested on stakeholders / the public.	National Grid remain open-minded to changes to the current design and technology preferences for the Project and will continue to backcheck and review its preliminary findings in light of new information and consultation feedback. The evidence to date that has informed our preliminary findings, including the regulatory and national planning framework, has been published as part of our non-statutory consultations and again at the statutory consultation stage. It is the case that offshore solutions are significantly more costly to electricity consumers, as set out in the 2023 Strategic Options Backcheck and Review (SOBR).
4.10.120	Criticism that National Grid have fostered concern, uncertainty, and distrust with local groups.	National Grid has taken an inclusive and accessible approach to consultation, making a wide range of information available during consultation for public scrutiny. We will continue this approach and welcome comments and feedback on the proposals and the approach to consultation.
4.10.121	Criticism that National Grid have lost landowner trust by serving Section 172 Notices.	National Grid only serves Section 172 notices to obtain survey access when reasonable effort has been made to obtain voluntary access. Where voluntary access cannot be agreed, we are left with no other option than to use Section 172 powers under the Housing and Planning Act 2016.

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4.10.122	Criticism that National Grid Electricity Transmission (NGET) does not intend to wait for the implementation and proposals from the Offshore Coordination Support Scheme (OCSS).	The Offshore Coordination Support Scheme (OCSS) will provide grant funding to projects to explore potential coordination options for offshore transmission infrastructure, while at the same time, progressing existing connection proposals. National Grid is aware that the two windfarms which would connect into the new East Anglia Connection Node (EACN) substation have applied. If they are successful in securing funding, they will need to undertake further technical work to assess if coordination is feasible. In the meantime, we need to continue with our work to ensure we can meet programme and Government targets. We regularly review and backcheck proposals and will continue to do so following the outcomes of the OCSS.
4.10.123	Criticism that National Grid Electricity Transmission (NGET) has misled the public by suggesting that the need is to transfer power from Norwich to Tilbury whereas the issue is actually how to move power out of the area north of the EC5N boundary; from the Sizewell generation group, and from the Essex generation group.	The need for the Project is set out in the Chapter 1 of this report. The energy that the Norwich to Tilbury Project is proposed to convey can flow in any direction on the network, for instance from Bramford to where people live and work in the midlands. This is how an electricity grid is intended to work. Most flows, under normal conditions however are envisaged to be generally southwards from Norwich and south and west from Bramford. With generation also arriving at Sizewell and in Essex, the overall regional solution includes a subsea link from Sizewell to Kent.
4.10.124	Criticism that that National Grid Electricity Transmission (NGET) is relying on the Network Options Assessment (NOA) to legitimise Norwich to Tilbury, when the NOA has no legal planning weight.	National Grid consider the process to have been an appropriate means for providing information on the work to inform the 2022 non-statutory consultation, and the basis for progressing the Project set within the duties and policy framework within which we must work. We will continue to review the Project, including back-checking. The strategic options that have been assessed are subject to review on an ongoing basis. In addition to the work undertaken to support the 2022 non-statutory consultation, including assessment on Least Worst Regret (LWR) basis, which we believe to be a robust method (used by the Electricity System Operator (ESO) and accepted and adopted by the Office of Gas and Electricity Markets (Ofgem)), we have conducted the back-check and review in accordance with National Grid's document 'Our Approach to Consenting', which was published in April 2022. The Norwich to Tilbury Strategic Options Backcheck and Review published in 2023 (SOBR 2023), appraised the ability of both onshore and offshore options to meet the system need while balancing cost, technical performance and environmental and socio-economic effects. The Norwich to Tilbury SOBR 2023 was prepared by National Grid as part of the ongoing strategic options assessment and decision-making process involved in promoting new transmission projects.
4.10.125	Criticism that the Office of Gas and Electricity Markets (Ofgem) and other bodies such as Citizens Advice Bureau, Age UK, Mind, and	National Grid has carried out non-statutory consultation in 2022 and 2023 in line with the requirements outlined in the Planning Act 2008 and relevant legislation. This has included consulting with all prescribed consultees on the scope of the Environmental Impact Assessment (EIA). We have also consulted with third party asset owners, such as

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	Anglian Water are missing in the consultation, planning and debate.	Anglian Water, who operate or own assets within the vicinity of the Project. We also informed the Office of Gas and Electricity Markets (Ofgem) at the outset of consultation. We consulted a range of specialist interest groups and sought the view of local authorities on who else to consult ahead of the non-statutory consultation. This comment is noted, and we will continue to consult and engage those bodies referenced at statutory consultation.
4.10.126	Criticism that only selected parts of the previous Essex Suffolk Norfolk Pylons (ESNP) action group 80 page submission and survey filled in by 2,500 people were considered (many issues raised were not consideration at all and others have been given inadequate consideration).	National Grid followed due process to report on all feedback received during the 2022 non-statutory consultation and to explain how the consultation results have been taken into account. This included responses to the feedback form, emails and letters. All feedback was read and analysed using a coding framework. This framework enabled the grouping of responses into location, categories and themes. Each code was responded to within the report within a table specific to the location it was referring to. If no location was specified, or if responses were general to the Project, a separate table *('Non-section specific')* was used. This was considered a reasonable and proportionate approach given the volume of feedback received and preferable to setting out each individual item of feedback in the report which would lead to duplication.
4.10.127	Criticism that private loss suffered to landowners has not been considered.	Private loss will be taken into consideration and National Grid welcomes landowners to engage on what the potential loss is. Where a loss cannot be avoided or mitigated, compensation will be provided in line with the compensation code/legislation.
4.10.128	Criticism that pylon placement will change if lower height or smaller pylons are used due to impact on the distance between pylons (e.g. implying that consultation is based on standard lattice towers and therefore pylon type is already decided).	National Grid does not seek consent on a specific pylon type beyond a standard steel lattice or an alternative pylon type if we propose their use for example a T-pylon. The 2024 preferred draft alignment reflects the use of standard lattice pylons. The use of other pylon designs is still under consideration, if an overhead line route is progressed. National Grid is and will continue to carry out further assessments on pylon design. Our assessments will include visual impacts and mitigation, environmental and ecological considerations, construction, and lifetime maintenance effects. Different designs in use in the UK include: • standard lattice; • lower height lattice; and • T-pylons. The findings from our assessments will be published in Appendix C of the Design Development Report (DDR) part of our 2024 statutory consultation. We will continue to consider the use of alternative pylon types should further feedback be received from the 2024 statutory consultation.

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4.10.129	Criticism that Race Bank is included in backcheck, yet has been cancelled.	National Grid will be producing an update to our needs case at every stage of the Project and will provide updated information at each point. The feedback is appreciated and will help inform our next version of the Needs Case. At our regular updates we will ensure the Project need remains robust before we move to the next stage.
4.10.130	Criticism that requesting documents by phone resulted in large delays in receiving the documents, which effectively further foreshortened the consultation period.	National Grid acknowledges it takes time to process and deliver copies of larger consultation materials, however, materials were made widely available via the website, at information points along the route and at the consultation events. The 2023 non-statutory consultation ran for a period of eight weeks, and this gave sufficient time for people to review the information provided, attend a face-to-face event, webinar, or contact the Project team with any questions to enable them to provide an informed response.
4.10.131	Criticism that responses to emails are slow (i.e., three weeks).	Throughout the 2023 non-statutory consultation we aimed to respond to queries as quickly as possible, but there were occasions where more technical questions that required input from the wider team which took longer than usual. National Grid will continue to bear the comment in mind and how we can speed up response times ahead of the 2024 statutory consultation.
4.10.132	Criticism that Sheringham Shoal and Dudgeon extension projects are not included in the backcheck Generation Table.	National Grid will be producing an update to our needs case at every stage of the Project and will provide updated information at each point. The feedback is appreciated and will help inform our next version of the Needs Case. At our regular updates we will ensure the Project need remains robust before we move to the next stage.
4.10.133	Criticism that Sizewell C's generation date in backcheck is wrong (2030 instead of 2034).	National Grid will be producing an update to our Needs Case at every stage of the Project and will provide updated information at each point. The feedback is appreciated and will help inform our next version of the Needs Case. At our regular updates we will ensure the Project need remains robust before we move to the next stage.
4.10.134	Criticism that the 2022 request for costs to be *'granular and transparent'* have not been met.	The level of information used to calculate estimated costs is detailed and contained in the technical appendices to the 2023 Strategic Options Backcheck and Review (SOBR) and updated in the 2024 SOBR.
4.10.135	Criticism that the backcheck only justifies the decision already made (to move power via overhead lines).	National Grid has not made any final decisions. The work to date has given rise to preliminary decisions and we remain open-minded to any changes to the design and assessment.
4.10.136	Criticism that the consultation questionnaire does not allow saving or copy and paste.	The comment is noted and will be considered when National Grid is planning the online questionnaire for the 2024 statutory consultation.

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4.10.137	Criticism that the current National Policy Statements (NPS) (EN-1 to EN-5) are not fit for purpose.	The respondent's view is noted; however, National Grid must work within the confines of the relevant policy which is the current National Policy Statement (NPS) EN-5. It is noted that Government has published updated NPS in November 2023 which came into force in January 2024 which create a new policy context for the Project to be considered against. National Grid is confident that the Project aligns with the 2023 NPS EN 1-5).
4.10.138	Criticism that the Design Development Report (DDR) does not sufficiently address the reasons for dismissing an offshore alternative.	Consideration of an offshore connection and the reasons for not taking it forward are provided in the Strategic Options Report and the Corridor and Preliminary Routine and Siting Study (CPRSS) published in support of the 2022 non-statutory consultation. The 2023 Strategic Options Backcheck and Review (SOBR) and the 2023 Design Development Report (DDR) summarise the backcheck of the decision set out in those documents and confirms that the offshore option, at the time of the 2023 non-statutory consultation was still not being taken forward. National Grid will continue to back check its previous decisions prior to the submission of the Development Consent Order (DCO) application.
4.10.139	Criticism that the Design Development Report (DDR) refers to the content of regulations that are in draft form only (not final regulations).	The 2023 Design Development Report (DDR) referenced the 2011 National Policy Statements (NPS) and also provided an overview of the draft replacements for the NPS EN-1, EN-3 and EN-5. The draft documents have been the subject of consultation with final versions of the NPS published by the Government after the 2023 non-statutory consultation. These then came into force in January 2024. The 2023 Strategic Options Backcheck and Review (SOBR) and the DDR published as part of the 2024 statutory consultation summarise the 2023 NPS. National Grid has back checked the design and completed consideration of feedback in light of the 2023 NPS.
4.10.140	Criticism that the Essex generation group is not included in the backcheck Planned Generation table.	National Grid will be producing an update to our Needs Case at every stage of the Project and will provide updated information at each point. The feedback is appreciated and will help inform our next version of the Needs Case. At our regular updates we will ensure the Project need remains robust before we move to the next stage.
4.10.141	Criticism that the events were held during time that many land agents take their annual holiday.	Before the start of 2023 non-statutory consultation, National Grid discussed its approach with officers from the local authorities and prepared a Consultation Strategy. This document sets out how we were planning to consult on the Project and was published on the Project website. The majority of the public consultation events were held before the start of the state schools' holidays and the consultation was open for eight weeks to enable local communities enough opportunity and time to comment on the development of the overall proposals.
4.10.142	Criticism that the hard copy form did not have enough space for email addresses.	Comment noted. National Grid believes there is sufficient space on the consultation feedback form to provide email and other address details.
4.10.143	Criticism that the images from the photo book distributed at the consultation event were not made available online.	The photos available at the 2023 non-statutory consultation events were used for indicative reasons rather than being a core part of the consultation materials. All comments and feedback are welcomed and noted, and we will continue to bear this in mind when developing materials for the 2024 statutory consultation.

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4.10.144	Criticism that the Least Worst Regret (LWR) methodology used has been shown to be flawed in an independent study commissioned by the Office of Gas and Electricity Markets (Ofgem) / Criticism of the LWR methodology.	National Grid consider the process to have been an appropriate means for providing information on the work to inform the 2022 non-statutory consultation, and the basis for progressing the Project set within the duties and policy framework within which we must work. We will continue to review the Project, including back-checking. The strategic options that have been assessed are subject to review on an ongoing basis. In addition to the work undertaken to support the 2022 non-statutory consultation, including assessment on Least Worst Regret (LWR) basis, which we believe to be a robust method (used by the Electricity System Operator (ESO) and accepted and adopted by the Office of Gas and Electricity Markets (Ofgem)), we have conducted the back-check and review in accordance with National Grid's document 'Our Approach to Consenting', which was published in April 2022. The Norwich to Tilbury Strategic Options Backcheck and Review published in 2023 (2023 SOBR), appraised the ability of both onshore and offshore options to meet the system need while balancing cost, technical performance and environmental and socio-economic effects.
4.10.145	Criticism that the National Planning Policy Framework (NPPF) has not been considered.	The primary policy consideration for Nationally Significant Infrastructure Projects (NSIPs) is the National Policy Statements (NPS). For energy projects, these are the overarching NPS for Energy (EN-1) (2023) and the NPS for Electricity Networks Infrastructure (EN-5) (2023). As set out in the Design Development Report (DDR), Paragraph 5 of National Planning Policy Framework (NPPF) states that the *'Framework does not contain specific policies for nationally significant infrastructure projects. These are determined in accordance with the decision-making framework in the Planning Act 2008 (as amended) and relevant NPSs for major infrastructure, as well as any other matters that are relevant (which may include NPFF)'.*
4.10.146	Criticism that the National Grid Electricity Transmission (NGET) response to the Essex Suffolk Norfolk Pylons (ESPN) action group feedback from 2022 consultation was not adequate.	National Grid believes it has addressed all points within feedback received at the 2022 non-statutory consultation. Members of the public are able to contact the Project team with any questions or concerns at: • **Call our Community Helpline:** 0800 915 2497 (Lines are open Monday to Friday 9am-5:30pm) • **Email us:** contact@n-t.nationalgrid.com • **Write to us:** FREEPOST N TO T (No stamp or further address details are required)
4.10.147	Criticism that the offer of a connection into the National Grid pylons for North Falls and Five Estuaries seems predetermined.	The connection process for offshore wind farms is set out by Government and applied by the Energy Systems Operator (ESO). The Connection and Infrastructure Options Note (CION) process is an optioneering process to identify the overall most economic and efficient connection option. It provides a clear, transparent, repeatable and non-discriminatory process to ensure all relevant developers are treated in a consistent manner. This optioneering process involves Developers, Transmission Owners (TOs) and Electric System Operator (ESO) and takes place both pre-offer and post-signature as further explained within this note. The output of the CION process is recorded in the CION and this informs the offer to the developer and specifically the works to be provided for in accordance with the Connection and Use of System Code (CUSC) and System Operator Transmission Owner Code (STC).The preferred location can be based on a number of factors including proximity to the existing or planned network, proximity to part to the network that has, or will have, the required capacity and a high-level assessment of potential environmental effects. Once a preferred location has been identified, this can change due to a number of factors, including in this case, consent for the Project not being granted.

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4.10.148	Criticism that the Planning Act 2008 have not been considered.	The Planning Act 2008 created a new development consent regime for major infrastructure projects in the fields of energy, transport, water, waste water, and waste. The Planning Act sets out the thresholds above which certain types of infrastructure development are considered to be nationally significant and require development consent. National Grid currently expects the Project to be classified as a Nationally Significant Infrastructure Project (NSIP) under the Planning Act 2008. Obtaining development consent under the 2008 Act involves a front-loaded process where we have consulted on our proposals for the Project in advance of submitting an application (planned for 2025). The application will then be examined by a panel of inspectors from the Planning Inspectorate, known as the Examining Authority. On completion of the examination, the Examining Authority will provide a recommendation report to the Secretary of State (SoS) who will decide whether development consent should be granted. In deciding an application for development consent, Section 104 of the Planning Act 2008 requires the SoS to have regard to any National Policy Statement (NPS) which applies to the application, except in a limited number of specified circumstances. The relevant NPS for Norwich to Tilbury are: • EN-1 – Overarching NPS for Energy; and • EN-5 – Electricity Networks NPS. The Government published new NPS EN-1 to EN-5 in November 2023, which came into force in January 2024, which have been taken into consideration by National Grid. In making an application for development consent, we will set out an assessment of our proposals against National Policy in order to demonstrate compliance with national policy, including EN-1 and EN-5. The Planning Act 2008 prescribes the process which we are required to follow, and National Grid will adhere to the requirements of the Planning Act 2008.
4.10.149	Criticism that the Project contradicts Section 66 and 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990, National Planning Policy Framework (NPPF) paragraph 202, BNE2 and Babergh Local Plan 2011-2031, policies CN06 and CS15, Section 38 and Schedule 9 of the Electricity Act 1989, The National Policy Statement (NPS) EN-1 (Overarching NPS for Energy) and the NPS EN-5.	The Design Development Report (DDR) provides an overview of the relevant Section 38 and Schedule 9 of the Electricity Act 1989. In the development of the Project, National Grid has sought to have regard to the requirements set out in the Act through the careful routeing and siting of its proposal. We have presented a wide range of alternative means for the reinforcement to transmit power from the EC5N area southwards setting these out in the Corridor and Preliminary Routeing and Siting Study (CPRSS), published in support of the 2022 non-statutory consultation, and the Strategic Options Backcheck and Review (SOBR), published in support of the 2023 non-statutory consultation. The DDR also provides an overview of the National Policy Statements (NPS) EN-1 and EN-5. Section 3.7 in EN-1 states that current scenarios show significant potential increases in generation and changes in direction of net electricity flows from eastern England to centres of demand in the Midlands and south-east England and that these kinds of flows of power cannot be accommodated by the existing network and new lines would have to be built. Paragraph 1.1.1 of EN-5 recognises that *'The new electricity generating infrastructure that the UK needs to move to a low carbon economy while maintaining security of supply will be heavily dependent on the availability of a fit for purpose and robust electricity network. That network will need to be able to support a more complex system of supply and demand than currently and cope with generation occurring in more diverse locations'.* Paragraph 2.8.2 notes that '*the Government does not believe that development of overhead lines is generally incompatible in principle with developers' statutory duty under section 9 of the Electricity Act to have regard to amenity and to mitigate impacts'.*

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		We therefore consider that the Project does not contradict its duties under the Electricity Act or the NPS. The Planning Statement which supports the application will assess the Project against all policies. Section 66 of the Planning (Listed Buildings and Conservation Areas Act) 1990 highlights the need to have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses. Section 72 sets out the requirement to pay special attention to preserving or enhancing the character or appearance of a conservation area. These legislative requirements are broadly reflected in the National Planning Policy Framework (NPPF) and saved Babergh Local Plan Policy CN06. Core Strategy Policy CS15 considers the need for development to respect local context and character of the district. The Project is undertaking assessment to provide information to inform decision making with respect to impacts occurring as a result of changes to the setting of heritage assets, as set out in paragraph 5.8.11 of the NPS EN-1. Amongst our duties is to have regard to the desirability of protecting (amongst other things) buildings of historic interest, and to do what it reasonably can to minimise the impact of developing new infrastructure in areas designated for their cultural significance as well as sites valued for their amenity, such as listed buildings, conservation areas, areas of archaeological interest, historic parks or gardens and historic battlefield sites. The development of the Project design has regard to the desirability of preserving or enhancing the settings of listed buildings, conservation areas (and other heritage assets), including having regard to whether the rationalisation of existing overhead lines may be required. The Preliminary Environmental Information Report (PEIR) will include a preliminary assessment of the likely effects on heritage and the setting of listed buildings and conservation areas, and further details will be provided in the full assessment accompanying the application for development consent. The assessment will identify the potential for significant effects to heritage assets, including their setting, and whether any additional mitigation is required to offset likely significant effects. We have consulted and will continue to meet with Historic England and the heritage advisors to the relevant local authorities regarding the heritage implications of the proposals.
4.10.150	Criticism that the Project does not meet the four Network Design Objectives.	National Grid is following a robust process to develop the Project with decision making to date published in support of our 2022 and 2023 non-statutory consultations. Further material will be published in our 2024 statutory consultation particularly in respect of Preliminary Environmental Information (PEI). The PEI in conjunction with feedback continues to inform the development of our proposals where we balance our duties to be economic and efficient with regard for the environmental and community effects arising. We consider that we are progressing with a Project that is finding an appropriate balance, but we will continue to backcheck and revise our proposals in the light of new information.
4.10.151	Criticism that the Project was not declared as part of the planning applications of the windfarms.	It is not a requirement for offshore windfarm developers to include any potential national transmission network reinforcement within their applications or need case.
4.10.152	Criticism that the recorded phone message for the consultation phoneline was too quiet.	Thank you for your comment. This has been noted and the phone line volume has been tested.

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4.10.153	Criticism that the report links people to the website for further information, suggests most people will not do this.	The Project website hosts all information available on the Project. The documents within the document library are available in paper copy on request.
4.10.154	Criticism that the request by Essex Suffolk Norfolk Pylons (ESNP) action group for a 4-week extension for consultation was refused.	The 2023 non-statutory consultation ran for a period of eight weeks, and this gave sufficient time for people to review the information provided, attend a face-to-face event, webinar, or contact the Project team with any questions to enable them to provide an informed response. We follow advice and guidance provided in relation to consultation for a project of this nature and are confident we meet any statutory requirements to engage fully with all stakeholders.
4.10.155	Criticism that the residents who received the Community Newsletter by post were not provided with a means of responding by post, as the Consultation Feedback Form was not automatically mailed out.	The community newsletter sent out to the Primary Consultation Zone (PCZ) at the 2023 non-statutory consultation launch explained how people could provide their feedback, including the details of the Freepost address. Paper copies of the feedback form were available on request, online, at information points along the route and at the public events. People could also submit their comments via email and letter.
4.10.156	Criticism that the responses to the previous submission were anonymised and therefore difficult to assess whether they were considered.	To analyse the responses received to the open questions in the feedback form, letters and emails, a coding framework was used. This framework was based on the structure of the 2023 non-statutory consultation response form which enabled the grouping of responses into location, categories and themes. Each response was assigned a unique reference number to create an audit trail throughout the analysis process. Quality assurance checks were undertaken to ensure that each response was accounted for and analysed. This was considered a reasonable and proportionate approach given the volume of feedback received and preferable to setting out each individual item of feedback in the report which would lead to duplication. Some categories (such as visual impact) were split so that comments could be coded as being specific to a certain area of the Project. A response could receive multiple codes to highlight different themes and/or locations covered. Each code was responded to within the report within a table specific to the location it was referring to. If no location was specified, or if responses were general to the Project, a separate table *('Non-section specific')* was used. Within each table individual codes were grouped into categories to make it easy for respondents to find National Grid's response to each separate code, for example 'Environmental Impacts', or 'Health and Safety'.
4.10.157	Criticism that the route has been chosen based on available map data and not site visits.	National Grid takes a proportionate approach to the development of projects and considers it reasonable to make use of existing information and mapped designations. This approach is proven and tested and minimizes imposition on landowners in corridors or along alternative draft alignments that are not realistically going to be taken forward. As the Project detail becomes refined so the detail of investigations refines and intensifies. We consider this approach to be balanced, proportionate and appropriate.

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4.10.158	Criticism that the socio-economic sections of the Strategic Options Backcheck Review do not refer to the treasury green book (and are subjective and qualitative).	National Grid is confident that the process that we follow to identify and then assess potential strategic options is robust and the most appropriate. This has been tried and tested through numerous previous projects, the formal examination process and ultimately decided by the relevant Secretary of State.
4.10.159	Criticism that the Strategic Options Backcheck and Review (SOBR) dismisses objections arising from the fact that the corridor would lie on the path of the East Atlantic Flyway, United Nations Educational, Scientific and Cultural Organisation (UNESCO) World Heritage Site.	National Grid, through the routeing and siting exercise, has sought to avoid Special Protection Area (SPA) and Ramsar sites. The east coast is partly made up of various sites of ornithological interest that form Special Protection Areas and Ramsar sites. These are statutory sites of international importance for birds that are part of the reason for the inclusion of the East Atlantic Flyway: England East Coast Wetlands site on the United Nations Educational, Scientific and Cultural Organisation (UNESCO) tentative list. They will be considered through the Habitats Regulations Assessment (HRA) process that will involve a robust desk study, bird surveys and consultation with Natural England and will be addressed within the Environmental Impact Assessment (EIA). Avoiding altogether or minimising impacts on these designated sites, which together are incorporated in the East Atlantic Flyway has been a key influence in identifying the preferred strategic option and route corridor currently being taken forward.
4.10.160	Criticism that the Strategic Options Backcheck and Review (SOBR) does not appear to have seriously considered the offshore option, concentrating solely on a backcheck and view of the original onshore option.	Subsea options have been considered for this Project. These are described in the 2023 Strategic Options Backcheck and Review (SOBR) and the updated 2024 SOBR which has been published to support the 2024 statutory consultation.
4.10.161	Criticism that there are other ways to transport power from EC5N southwards that National Grid have not considered.	National Grid has presented a wide range of alternative means for the reinforcement to transmit power from the EC5N area southwards setting these out in the Corridor and Preliminary Routeing and Siting Study (CPRSS), published in support of the 2022 non-statutory consultation, and the Strategic Options Backcheck and Review (SOBR), published in support of the 2023 non-statutory consultation. We are not aware of any other proven technologies capable of deployment to meet the Project need.
4.10.162	Criticism that there is no youth engagement in the Project.	During the 2023 non-statutory consultation, National Grid directly engaged with local youth groups, student bodies and youth councils and parliaments and held a closed webinar for younger people to find out more about the Project and the consultation.
4.10.163	Criticism that there was a poor sense of response from	National Grid aims to respond to each question asked via email as quickly as possible but acknowledges it can take longer during busier periods. We are not aware any delay stopped anyone from accessing the information required to respond to the 2023 non-statutory consultation.

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	National Grid through their phone line or email.	
4.10.164	Criticism that there was not enough information available for the consultation.	The 2023 non-statutory consultation was held at an early stage of the Project development and information on the work done to date was included in the Project consultation documents including the Design Development Report (DDR), Strategic Options and Backcheck Review (SOBR) and supporting information including an interactive map showing the 2023 preferred draft alignment. National Grid also published our response to comments and feedback provided during the 2022 non-statutory consultation within the 2022 Non-Statutory Feedback Report. The level of detail of the information presented at this stage of the Project was proportionate to the Project's current status and enabled people to have their say at an early stage. The feedback received has been read and has been and will continue to be considered in how we develop our proposals further. There will be a statutory consultation in 2024 where we will share more detailed information on our proposals as they continue to develop, including how feedback has shaped the Project.
4.10.165	Criticism that there was very limited attendance by young people at the drop-in events.	During the 2023 non-statutory consultation, National Grid directly engaged with local youth groups, student bodies and youth councils and parliaments and held a closed webinar for younger people to find out more about the Project and the consultation.
4.10.166	Criticism that this consultation is being rushed given that that the outcome of the Government-sponsored Offshore Coordination Review is expected to be published at the end of July.	The Electricity Systems Operator (ESO) announced that it would launch a 'Study' to assess objectively the options for Norwich to Tilbury and other proposed network reinforcements across East Anglia following the outcome of the Offshore Coordination Support Scheme (OCSS) awards. The Study will take a fresh look at the drivers for the network reinforcements in East Anglia, alongside the various considerations that need to be taken into account. These include the requirement for us to develop proposals which represent value for money to consumers, while being in line with current planning policy, environmental legislation and our licence obligations. Continuing to progress the Project in parallel to the Study is both necessary to meet the ambitious programme deadlines which enables new generation to be connected by the end of this decade, that is in line with the Government's ambition to connect 50 GW of offshore wind by 2030. If the recommendations from the ESO Study should indicate alternative infrastructure options, we will review and engage with the impacted communities appropriately. However, to delay development of the proposed option in the meantime would prematurely jeopardise the optimum 2030 delivery date, regardless of the outcome of the Study.
4.10.167	Criticism that too much weight is given to online feedback forms and not in person event feedback.	National Grid asks consultation feedback is provided in written form, either via email, letter or by filling in a consultation feedback form. In some cases where this approach is not possible, alternatives can be offered but verbal comments are not recorded as formal feedback during consultation events (or via the hotline).
4.10.168	Oppose the offshore option (if the Project was to change).	This comment is noted but an offshore option is not currently being proposed for the Project.

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4.10.169	Criticism of Project Background Document (PBD) / Design Development Report (DDR).	All comments and feedback are welcomed and noted, and National Grid will bear this in mind when developing documents for the 2024 statutory consultation.
4.10.170	Query as to why the Project name has been changed from East Anglia Energy Enablement (GREEN) (e.g., why does it no longer contain 'GREEN'?).	National Grid changed the name of the Project from East Anglia Energy Enablement (GREEN) to Norwich to Tilbury. All our projects that are part of The Great Grid Upgrade now include specific locations in their names to make it easier for people to understand what and where we are proposing to build new grid infrastructure.
4.10.171	Query regarding why consultation questionnaire contains questions about sex, sexual practice and age / Criticism of National Grid collecting personal information in questionnaire.	National Grid gives people the option to provide further details relating to their background, gender and age when they submit feedback. This information enables us to understand how different groups of people interact with the Project. All the data is collected, stored and used according to General Data Protection Regulation (GDPR) and set out in our data privacy notice – which is available on our website and on the printed feedback form.
4.10.172	Query relating to previous 2022 non-statutory consultation (e.g., Why have you not responded to the legal opinion of Charles Banner KC in response to the 2022 consultation? / Why have I not received copy of the consultation feedback report as requested? / To what extent has National Grid has listened to responses from the initial consultation in 2022?).	National Grid has read and considered all the feedback we received as part of both non-statutory consultations held in 2022 and 2023. How we had regard to those comments in 2022 is contained within the 2022 Non-Statutory Consultation Feedback Report and the 2023 Design Development Report (DDR) – available on the Project website, and how we have had regard to feedback received at the 2023 non-statutory consultation is contained within this report. We have not specifically responded to the report in question, but points raised have been considered and responded to within the 2022 Non-Statutory Consultation Feedback Report. While all reports were available online from the start of the consultation, there may have been some occasions where requests for paper copies were delayed. These requests should have now been rectified and we apologise for any delay. The feedback collected from the 2022 non-statutory consultation informed the development of the 2023 preferred draft alignment presented at the 2023 non-statutory consultation, the detail of which is outlined within the 2023 DDR.
4.10.173	Request for information on cost for consultation.	The costs of consultation is included within the Project's overall budget and will be ultimately scrutinised by the Office of Gas and Electricity Markets (Ofgem) as the regulating body. National Grid has to demonstrate best value, and balance that against ensuring people can take part and access the consultation in a way that works for them.
4.10.174	Request for information on the proposed pylon dimensions (in relation to existing overhead lines).	For the purposes of the initial assessment, the 2023 preferred draft alignment (as set out at the 2023 non-statutory consultation) reflects the use of standard lattice pylons and where National Grid might locate pylons, underground cables, Cable Sealing End (CSE) compounds (where underground cables join with overhead lines) and the proposed East Anglia Connection Node (EACN) substation. The use of other pylon designs is still under consideration, if an

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		overhead line route is progressed. Further assessments on pylon design have been undertaken, including landscape and visual impacts, other environmental considerations, construction, and lifetime maintenance requirements. Different designs in use in the UK include: • standard lattice; • lower height lattice; and • T-pylons. The findings from our assessments will be presented in Appendix C of the Design Development Report. In relation to the existing 400 kV National Grid assets in the region, the Project is proposing pylons in line with the existing assets size. We will continue to consider the use of alternative pylon types should further feedback be received from the 2024 statutory consultation.
4.10.175	Request for the methodology report and results from the non-intrusive surveys to be given to landowners.	The survey methodology and results of baseline surveys will be available as appendices to the Environmental Statement (ES) that will accompany the application for development consent.
4.10.176	Request that no further consultation should be undertaken until after the Electricity System Operator review has been carried out.	The Electricity Systems Operator (ESO) announced that it would launch a 'Study' to assess objectively the options for Norwich to Tilbury and other proposed network reinforcements across East Anglia following the outcome of the Offshore Coordination Support Scheme (OCSS) awards. The Study will take a fresh look at the drivers for the network reinforcements in East Anglia, alongside the various considerations that need to be taken into account. These include the requirement for us to develop proposals which represent value for money to consumers, while being in line with current planning policy, environmental legislation and our licence obligations. Continuing to progress the Project in parallel to the Study is both necessary and important to meet the ambitious programme deadlines which enables new generation to be connected by the end of this decade, that is in line with the Government's ambition to connect 50 GW of offshore wind by 2030. If the recommendations from the ESO Study should indicate alternative infrastructure options, we will review and engage with the impacted communities appropriately. However, to delay development of the proposed option in the meantime would prematurely jeopardise the optimum 2030 delivery date, regardless of the outcome of the Study.
4.10.177	Request that representatives are more identifiable at meetings.	All our National Grid representatives wore name badges at events. We will consider what other actions we can take to make our team members more visible.
4.10.178	Request to generally speed up the process (e.g., the consultation / construction) / Suggest the Project needs to be completed sooner.	It is important that we take enough time for all stakeholders to consider and respond to the materials presented at consultation. At both non-statutory consultations held so far in 2022 and 2023, National Grid have allowed for eight weeks. At statutory consultation we will also allow for ten weeks in which to respond.

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		The Project is aiming to be operational for 2030, which ensures we are able to connect new sources of energy to the wider electricity network and people's homes and businesses. We are always looking at how we can be more efficient and will consider feedback and comments from the public on that point.
4.10.179	Request to see the feedback from the consultation / National Grid should be transparent with the feedback received on the Project / Request for feedback to be made public.	All feedback has been reviewed by the Project team and responses are published in this Feedback Report. Where feedback has influenced the design of the Project, this information is summarised in Chapter 4 of this report. Feedback on the way the consultation was run will also be considered for future consultations.
4.10.180	Suggest a Computer-Generated Imagery (CGI) visualisation of the Project as a film (e.g., on Google Maps) so that consultees can better see the impact of the Project.	National Grid is looking into the feasiblity of producing a 3D computer model at the next round of consultation.
4.10.181	Suggest additional/longer consultation events.	This comment is noted and will be considered as we develop our plans for the 2024 statutory consultation. Ahead of the 2024 statutory consultation, we will develop and consult on a Statement of Community Consultation (SoCC) with the potentially affected local authorities. The SoCC will set out how we intend to consult, including which venues we intend to use and when. When planning the consultation events, we will reflect on our own learnings from the 2023 non-statutory consultation, the feedback we received and the input from local authorities. We will try to strike the right balance between the consultation channels and methods of engaging to ensure everyone can take part in the method of their choice.
4.10.182	Suggest further consultation (generally).	There will be further consultation as the Project develops where National Grid will share more detailed information on our proposals as they continue to develop, including how feedback has shaped the Project. We will also share further information relating to environmental baseline information collected and the potential environmental impacts of our proposals and how these are proposed to be mitigated.
4.10.183	Suggest further consultation with the Royal Society for the Protection of Birds (RSPB) and local wildlife trusts, and further separate consultation events (online and in person) with democratic representatives only (e.g., no members of the public).	National Grid has engaged and consulted the Royal Society for the Protection of Birds (RSPB) and local wildlife trusts. Separate briefing events were held with members of parliament and with local elected members. We will continue to engage and consult with these groups.

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4.10.184	Suggest further discussion given the development stage of the Taiyo proposal, in parallel with an active connection offer discussion with the Electricity System Operator (ESO).	National Grid has a duty to respond to generation customers wanting to connect to the transmission network. Generators who have an interest in connecting to the National Transmission System liaise with the National Grid Electricity System Operator (ESO) in the first instance.
4.10.185	Suggest improved clear mapping.	National Grid notes the concerns about the mapping. An interactive map was and continues to be available on the Project website so that people can look at our proposals in more detail. Large scale maps were available online and at all the events and copies were posted to members of the public who requested them during and following events. We will review how we can present materials at the 2024 statutory consultation, including maps, and balance this with the scale of the Project.
4.10.186	Suggest independent review of the Project (e.g., by the Office of Gas and Electricity Markets (Ofgem)).	In 2023, Essex County Council, on behalf of Suffolk County Council and Norfolk County Council, commissioned an independent study into the need case and strategic options identified by the Project. The report was published on the 8 November 2023.
4.10.187	Suggest integrating the findings of the Electricity System Operator (ESO) review with the non-statutory process.	National Grid will continue to backcheck and review the currently proposed Project in line with independent studies.
4.10.188	Suggest more direct contact needed for feedback (as some people are fearful of complaining in writing).	National Grid has set up a number of different channels for feedback to be provided, including online and paper feedback forms and via post and email. Paper feedback forms and letters could be forwarded anonymously.
4.10.189	Suggest that a more collaborative and comprehensive approach is taken to energy planning and delivery (e.g. collaborating with local authorities, developers, communities and consumers).	The Project is required to provide sufficient capacity to accommodate the growth in new energy generation from offshore wind, nuclear power and interconnection with other countries. Connection agreements are in place with multiple generators in that respect. The proposed infrastructure will provide capacity for these customers. Any energy providers planning to connect to the National Grid network apply for a connection which starts a process or collaboration between the energy provider and National Grid Electricity Transmission (NGET) and the Electricity System Operator (ESO), to identify a coordinated plan of for connection. The process also considers the possible enablement works such as reinforcement or extension to the existing network. Therefore, energy providers have been coordinated within the development of proposed National Grid infrastructure. In developing such projects, National Grid consult widely with all relevant stakeholders including local authorities, other developers, communities and consumers.

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4.10.190	Suggest that Bradwell should be reassessed and a full comparison with Friston made using the agreed Holistic Network Design (HND) criteria, and National Grid presents an updated assessment.	Friston does not provide a suitable connection point or intermediate point to meet the need for the reinforcement to support connections being made to Necton and Norwich. In respect of connecting at the old Bradwell power station, there is an existing overhead line connection to the Bradwell B site. This has been operating at lower voltage (132 kV) and has not been used for a few years and is in generally poor condition. This overhead line would need to be rebuilt however this onward connection via Rayleigh to Tilbury is also constrained by urban development and further designations and some sections may need to be re-routed if connections were made at Bradwell. Additionally, any connection point also requires two points of connection to the National Electricity Transmission System (NETS) (to meet compliance standards) requiring either a double overhead line through the Bradwell Peninsula and onwards to separate locations or a connection back to Bramford (in addition to one towards Tilbury). A connection to Bramford would require connections to cross the Special Protection Area (SPA) designated Blackwater Estuary (3 km to 7 km tunnel likely to be required at much greater cost) as well as interact with other Special Area of Conservation (SAC) and SPA designations. The existing network through Norfolk, Suffolk and Essex would also still need to be upgraded to transport the electricity due to come onto the network in the Norwich area and provide the necessary two points of connection to the NETS. Taken together a Bradwell point of connection requires a greater amount of new infrastructure and is therefore less economic and efficient and expected to be associated with greater environmental effects and Friston does not meet the reinforcement requirement.
4.10.191	Suggest that changes to the Project are communicated to those newly / more widely affected.	National Grid will communicate any changes to the Project to those affected and will provide an overview of these changes within the 2024 Project Background Document (PBD), and there will be a further opportunity to provide feedback at our 2024 statutory consultation.
4.10.192	Suggest that consultation events are held closer to the area impacted / Suggest smaller localised consultation meetings / Criticism that event venues where far from the Project route / Suggestion that at least one event should be held in each local authority area.	National Grid held 12 public consultation events along the route of the preferred draft alignment, including at least one in each local authority area. We tried to find venues as close to the proposed graduated swathe as practicable to ensure that we reduced the distance people had to travel to the events. Larger venues with better facilities may involve a greater travelling distance. We note the comment and will bear this in mind as we look to identify venues for any future consultation.
4.10.193	Suggest that consultation events are structured with a presentation followed by a question and answer session (e.g. like a public meeting).	From experience, National Grid finds an informal approach best works for people who attend consultation events. It allows them to take their time in viewing the information available and when they are ready, to spend some time talking to a member of the Project team. We recognise that some of the events were very well attended, although our team worked to ensure that the capacity of venues was not exceeded at any time. We also held four online webinars to provide information to those who felt more comfortable with online meetings, and these were structured with a presentation followed by a question and answer session.

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		We note the comment and will bear this in mind in developing our 2024 statutory consultation and planning events.
4.10.194	Suggest that Facebook Comments are included as consultation feedback.	National Grid is unable to take account of comments on third party social media pages. The Project team has set up a number of different channels for feedback to be provided, including online and paper feedback forms and via letter and email.
4.10.195	Suggest that feedback is listened to.	In response to the 2023 non-statutory consultation, National Grid received over 4,000 responses. Responses were received from members of the public, elected members, Local Authorities, and technical stakeholders. All responses received have been read and considered by the Project team as we have developed our proposals. Information on how feedback has been considered in developing the Project, including identifying the changes that have been made and the reasons why we may not have made particular changes is available as part of our consultation within this report and other documents available on the Project website, including the Design Development Report (DDR).
4.10.196	Suggest that given that the two wind farms may now be connected onshore changing the need to route the Project across the Dedham Vale Area of Outstanding Natural Beauty (AONB) and to install infrastructure near to Ardleigh, consultees are provided with the alternative options.	The Offshore Coordinated Support Scheme (OCSS) will provide grant funding to projects to explore potential coordination options for offshore transmission infrastructure, whilst, at the same time, continuing to progress existing connection proposals. It remains possible that the studies and decision making concludes that connecting to the East Anglia Connection Node (EACN) substation is currently the most appropriate approach. National Grid is aware that the two windfarms which would connect into the new East Anglia Connection Node (EACN) substation have applied. If they are successful in securing funding, they will need to undertake further technical work to assess if coordination is feasible. In the meantime, we need to continue with our work to ensure we can meet programme and Government targets. We regularly review and backcheck proposals and will continue to do so following the outcomes of the OCSS.
4.10.197	Suggest that hardcopy feedback forms (e.g., those handed out at consultation events) are printed on different paper so that they can be written on using a biro.	All comments and feedback are welcomed and noted, and National Grid will continue to bear this in mind when developing the paper feedback questionnaire for the 2024 statutory consultation.
4.10.198	Suggest that landowners are consulted on the elements included in the Code of Construction Practice applying to the pre-construction and mitigation works including archaeology.	Landowners are engaged/consulted with on all aspects of the construction practice and any specific mitigation works will be agreed with affected parties before construction commences. During National Grid's landowner engagement for our 2024 statutory consultation the proposals will be at a stage where more details can be shared on how land may be affected by temporary and/or permanent works. National Grid will consult with all relevant stakeholders in regard to archaeology and will be carrying out extensive survey works in 2024 including non-intrusive topographical and geophysical surveys and where required, intrusive archaeological excavation. All of the findings from these surveys will be shared with the relevant stakeholders and landowner.
4.10.199	Suggest that more consultation materials should	The 2023 non-statutory consultation materials split the route down into eight sections – largely following council boundaries along the route. This was designed to help local people understand proposals in their areas. This was

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	be produced specific to each locality (e.g., so that it is easier for residents to find information on decisions relevant to their locality).	approach was also replicated across to the interactive map, with the added advantage that people could type in their post code to see more detail on what was being proposed in their areas. The interactive map was made available on the Project website and at laptop stations at the consultation events.
4.10.200	Suggest that reasoning for the specific siting of pylons is provided.	The Design Development Reports (DDRs) published at the 2023 non-statutory consultation and at the 2024 statutory consultation set out the reasons for the selection of the preferred draft alignment. Information is also provided in relation to specific pylons where these are sited in relation to particular environmental features or where specific feedback has requested specific siting.
4.10.201	Suggest that the Historic England General Practice Guidance should be followed.	The Historic Environment Assessment for the Project is being undertaken in line with best practice guidance for the assessment of baseline and impacts to heritage assets. This includes Historic England guidance.
4.10.202	Suggest that the Project is included in the Electricity System Operator (ESO) National Grid Holistic Network Design (HND) for Offshore Wind.	In Summer 2022, National Grid Electricity System Operator (ESO) published the Holistic Network Design (HND) report. The HND provided a recommended offshore and onshore design for a 2030 electricity network to help facilitate Government's ambition for 50 GW of offshore wind by 2030. The HND enables investment and delivery of infrastructure, including locations in north and south Wales, the Scottish Islands and West Coast, and the East Coast of Scotland and Aberdeenshire, Lancashire, north-east England, and Yorkshire and the Humber, opening the door for more jobs and economic growth in these regions. The HND primarily includes Round 4 offshore wind projects. The windfarms that are adding to the need for reinforcement of the network from Norwich to Bramford and on to Tilbury, are not Round 4 windfarms. The Government has said: *"The Government's Offshore Transmission Network Review (OTNR) looks into the way that the offshore transmission network is designed and delivered, consistent with the ambition to deliver net zero emissions by 2050. The Energy Minister announced the scope of a review into the existing offshore transmission regime to address the barriers it presents to further significant deployment of offshore wind, with a view to achieving net zero ambitions.* *The current approach to designing and building offshore transmission was developed when offshore wind was a nascent sector and industry expectations were as low as 10 GW by 2030. It was designed to de-risk the delivery of offshore wind by leaving the project developers in control of building the associated transmission assets to bring the energy onshore. This approach has contributed to the maturing of the sector, the significant reduction in costs of offshore wind energy and has helped position the UK at the forefront of global offshore wind deployment.* *However, in the context of increasingly ambitious targets for offshore wind, constructing individual point to point connections for each offshore wind farm may not provide the most efficient approach and could become a major barrier to delivery given the considerable environmental and local impacts, particularly from the associated onshore infrastructure required to connect to the national transmission network. Offshore wind is expected to play an important role in delivering net-zero emissions by 2050, and it is right that the framework for delivering offshore transmission connections is reviewed in the context of our increased ambition."*

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		The need for development of The Norwich to Tilbury Project predates the commencement of the OTNR. The pressing need to connect contracted new offshore wind to the network in line with Government net zero targets requires the Project to continue. If the Government or ESO were minded to review the scope of the HND or introduce any other strategic plan for transmission networks that could affect this Project, National Grid would backcheck and review its current plans accordingly.
4.10.203	Suggest that the Project should follow the His Majesty's (HM) Treasury Green Book (e.g., legal requirements and methodology) / Criticism that HM Treasury Green Book has not been followed.	National Grid is confident that the process we follow to identify and then assess potential strategic options is robust and the most appropriate. This has been tried and tested through numerous previous projects, the formal examination process and ultimately decided by the relevant Secretary of State. The Treasury Green Book provides guidance on the interpretation by public servants of public spending, assets and resources for projects, policies and spend from the public purse. That is not relevant for National Grid Electricity Transmission (NGET). There is no requirement in the Planning Act 2008 for developers to have to submit a Treasury Green Book assessment as part of a Development Consent Order (DCO) application. NGET is an Office of Gas and Electricity Markets (Ofgem) regulated business, with obligations to consider customer, environmental and other considerations as outlined in the Electricity Act and in its licence commitments. Consideration of the costs of a project and the funding it should receive via the regulatory settlement is the subject of a separate regulatory process, and it is not appropriate for the Planning Inspectorate, Examining Authority or the Secretary of State in their remit under the Planning Act to seek to duplicate other regimes.
4.10.204	Suggest that there should be no further consultation until the Electricity System Operator (ESO) review.	The Electricity Systems Operator (ESO) announced that it would launch a 'Study' to assess objectively the options for Norwich to Tilbury and other proposed network reinforcements across East Anglia following the outcome of the Offshore Coordination Support Scheme (OCSS) awards. The Study will take a fresh look at the drivers for the network reinforcements in East Anglia, alongside the various considerations that need to be taken into account. These include the requirement for us to develop proposals which represent value for money to consumers, while being in line with current planning policy, environmental legislation and our licence obligations. Continuing to progress the Project in parallel to the Study is both necessary and important to meet the ambitious programme deadlines which enables new generation to be connected by the end of this decade, that is in line with the Government's ambition to connect 50 GW of offshore wind by 2030.
4.10.205	Suggest use of scaled 3D pseudo-photographic images of the pylon designs to show consultees.	National Grid is looking into the feasiblity of producing a 3D computer model at the next round of consultation.
4.10.206	Suggestion that a larger print is used on printed consultation materials.	The public and stakeholders could request large print copies of consultation materials either at the events or via our communications channel. National Grid will continue to take this approach at statutory consultation.

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4.10.207	Suggestion that engagement events should be run like polling stations.	All comments and feedback are welcomed and noted, and National Grid will continue to bear this in mind when developing plans for the 2024 statutory consultation.
4.10.208	Suggests maps should have grid numbers.	Comment noted. National Grid provided a range of maps at consultation, including more technical maps. We will continue to assess how else we can provide information at consultation that enables people to understand and respond to the Project.
4.10.209	Suggests that face to face meetings with the landowners take place before pylon positions are fixed.	During the 2023 non-statutory consultation all landowners impacted by the 2023 preferred draft alignment were offered a face-to-face meeting to discuss how their land may be affected and to obtain feedback on pylon positions. Further face to face meetings will be offered for the 2024 statutory consultation.
4.10.210	Suggests that the Primary Consultation Zone (PCZ) should be greatly extended in order to more effectively cover the large section of the local population affected by the scheme (as many people did not know of events or were not aware the scheme will affect them).	National Grid also consulted local authorities on this approach before the start of non-statutory consultation in 2022 and 2023, setting out how consultation would be carried out with a Consultation Strategy document. As set out in the strategy, we identified a Primary Consultation Zone (PCZ) which extended to an area approximately 1 km either side of the 2023 preferred draft alignment. Properties within this zone were sent a community newsletter at consultation launch. We also developed a Secondary Consultation Zone (SCZ) that extended to 4 km either side of the 2023 preferred draft alignment. Within this wider area National Grid: • placed advertisements in local and regional newspapers providing information about the consultation and how to get involved; • provided Project documents at information point locations within and beyond the SCZ for public viewing; • placed advertisements on social media to target different demographics and to include those who might not otherwise engage with the consultation; • published details of consultation events on the Project website; • provided contact details for queries and how to request paper copies of consultation materials on the Project website; and • held public information events. We also sent out a press release to local and regional news channels and there was considerable news coverage of the launch of the 2023 non-statutory consultation.
4.10.211	Suggests the free supply and fitting of solar panels to homes situated within a set distance of a pylon.	The free supply and fitting of solar panels to homes is a matter for Government, and in that respect the Government recently ran a consultation seeking views on how community benefits should be delivered for communities that host onshore electricity transmission infrastructure. We will continue to work with the Government and regulator as they define the details of these schemes emerging from the consultation and, once published, will work to understand what this means for our projects.

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4.10.212	Why is the consultation from Norwich to Tilbury and not from the point of generation?	Norwich to Tilbury is a proposal to reinforce the high voltage power network in East Anglia between the existing substations at Norwich Main in Norfolk, Bramford in Suffolk, and Tilbury in Essex. It is here as the existing power lines to not have enough capacity for all the generation that is expected to connect in the region. National Grid does not own or operate the generation infrastructure– that is built by the generation companies.
Design Change		
4.10.213	Suggest that the Project (including substations) should be routed through existing brownfield or industrial sites.	Routeing and siting studies that have been undertaken for the Project have considered whether brownfield sites provided suitable opportunities. No sites were identified that met the requirements for the Project. This was reviewed after feedback was considered from the 2022 non-statutory consultation where alternative East Anglia Connection Node (EACN) substation locations were proposed and again after consideration of the feedback on the 2023 non-statutory consultation. Reasons for not preferring alternative brownfield locations have been set out within Design Development Reports (DDRs) published in subsequent consultations. We will continue to reflect on the detail of any feedback and update the Project as appropriate and necessary.
4.10.214	Criticism of cut and cover construction for underground cables.	Trenchless crossing techniques, such as Horizontal Directional Drilling (HDD) can be used as an alternative to a trenched (cut and cover) approach to install underground cables. HDD is usually the choice of methodology where minimal disturbance to above ground features is required, given trenched methods are more disruptive in terms of the level of disturbance to the landscape and environment. The benefits of using HDD need to be carefully considered to ensure ground conditions are suitable and that the balance of potential environmental effects is achieved. HDD as a methodology requires a wider construction swathe with cables spread out over a wider area than for open cut techniques, increased complexities with regards to engineering, programme and in turn increase cost. These reasons are why HDD is not the preferred methodology of underground cable installation, but more so an alternative means where National Grid need to negotiate the route close to environmental sensitive receptors. We fully assess the underground cable routes in detail considering the constraints and environmental features and potential effects of installation by open trench method. Where such methodology is deemed not preferred then installation by HDD methods will also be assessed before deciding on where HDD will be used. Further information where we propose to adopt trenchless techniques will be published in our 2024 statutory consultation.
4.10.215	Oppose the use of underground cables.	National Grid has carefully considered the feedback received during the 2022 and 2023 non-statutory consultations, the alternatives available, and other factors including our duties and obligations. These duties include balancing the need to be economic and efficient, which includes keeping costs down in the interests of the bill-paying consumers, with a duty to have regard to preserving amenity, which includes the natural environment, cultural heritage, landscape and visual quality, National Policy Statement (NPS) EN-5 makes clear that *'the Government's position that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or Areas of Outstanding Natural Beauty (AONBs))'.* The NPS also confirms that widespread and significant adverse landscape and/or visual impacts in other locations may also justify the use of undergrounding. We may also adopt underground cables in other circumstances such as to cross existing 400 kV overhead line infrastructure.

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		Where the installation of underground cables is required in lieu of overhead lines, the design of the Project will incorporate suitable consideration of the existing environment, ecology and site ground conditions based on site specific survey data. This would mean the Project will be built with any required design and construction mitigation in place and returned back to its natural condition afterwards.
4.10.216	Oppose the use of underground cables through residential areas (including 'farm' and 'barn' buildings and area residential land or parkland / paddock land associated with residential properties).	National Grid has carefully considered the presence of existing homes and buildings, environmental features and other constraints in developing its proposals. The proposed routeing and construction techniques have also been modified and designed in response to feedback in specific locations, such as indicated by the respondent, to reduce effects including restricting working areas or modifications to route. We will continue to make changes to the draft alignment and land requirements where practicable as we receive further feedback and as the Project develops.
4.10.217	Suggest that the Project should be offshore / Suggest an offshore grid is used instead (including partial offshore option).	The Government has set a target that by 2050 the UK will have net zero carbon emissions. In order to achieve this, and hit the targets along the way, such as connecting 40 GW of offshore wind by 2030, new infrastructure will be needed to deliver the increased energy production. This will include new overhead lines, underground cables, Cable Sealing End (CSE) compounds (where underground cables meet overhead lines) and substations. Offshore solutions were considered as part of our strategic proposal to upgrade the network in East Anglia. The Corridor and Preliminary Routeing and Siting Study (CPRSS) examines several strategic options that were considered for the Project that might achieve the required reinforcement including offshore and subsea options. These options were not taken forward as they did not fully address technical or physical/geographical constraints or enable the network to operate to the required standards. A subsea connection would have a third of the capacity of the proposed overhead connection and therefore to transfer the anticipated levels of power generation, three subsea connections would be required including associated infrastructure such as convertor stations. This would make the connection significantly costlier to energy bill payers. In addition, an offshore option would still require development of onshore infrastructure. This would include onshore connections from Norwich, Bramford and Tilbury respectively to the coast. The onshore work is required to reinforce the existing onshore transmission network and ensure that National Grid can continue to operate the transmission network safely and securely with the increase of generation connecting into the East Anglia area. The System Operator, National Grid Electricity System Operator (ESO), leads an annual process looking at how the electricity transmission network might need to adapt to likely changes to where the electricity we all use will come from. That starts with stakeholder discussions and analysis about potential Future Energy Scenarios (FES) which are published each summer. The System Operator takes those different scenarios and looks at what that might mean for the transmission network over the next ten years, publishing an Electricity Ten Year Statement (ETYS) each November. The transmission network owners, including National Grid, respond to the issues outlined in the ETYS with suggestions as to how those can be addressed. Then in January each year, National Grid ESO publishes a document known as the Network Options Assessment (NOA), which outlines their recommendations as to which reinforcement projects should be taken forward during the coming year to meet the future network requirements.

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		A need was identified to resolve electrical boundary issues in East Anglia. There are three onshore power boundaries where additional system flexibility is required to ensure that power generated in the area from offshore wind farms and nuclear generation has more ways to flow into the wider transmission network during maintenance or faults on the system. In addition, two new offshore wind farms off the Suffolk/Essex coast are currently proposed to be connected to the transmission network to transport the low carbon energy they will produce to the homes and businesses where it will be used along with an interconnector from the European continent. The NOA 2021 identified need for an upgrade to the existing line in East Anglia in all FES and this was confirmed in NOA 2022.
4.10.218	Suggest a minimum distance that overhead lines should be sited from residential areas / residences.	National Grid does not use standard minimum distances as a routeing consideration. Applying an arbitrary distance may be too big or too small for the specific circumstances. We utilise the Holford Rules (a description of the Holford Rules can be found in Chapter 1 of this report) informed by feedback and professional judgement to define appropriate corridors and alignments that are consistent with the relevant policy framework and duties. In response to feedback to the 2023 non-statutory consultation, we have modified the draft alignment in various locations to increase separation to properties where this is possible without undue deviation or transfer of effects to other similar properties. Projects of this nature are required to assess the potential environmental impacts of the proposals, and report on those, and set out proposed mitigation, in an Environmental Statement (ES) in accordance with the relevant Environmental Impact Assessment (EIA) Regulations. The EIA starts early in the process and, in that respect, a considerable amount of assessment work has been undertaken to allow preliminary judgements to be made about the design and routeing of the Project. This has been set out in various publications (The Corridor and Preliminary Routeing and Siting Study (CPRSS), published as part of the 2022 non-statutory consultation, the Design Development Report, 2022 Non-Statutory Consultation Feedback Report and Strategic Options Backcheck and Review, published as part of the 2023 non-statutory consultation) with feedback helping shape the preliminary proposals. Further detailed assessment work has been undertaken since the 2023 non-statutory consultation and is published in the Preliminary Environmental Information Report (PEIR) to accompany the statutory consultation stage of the Project. National Grid will be writing up its Landscape and Visual Impact Assessment (LVIA) that will, in addition to other topic specific assessments, form the latter part of the EIA for the Project. This will include a write-up of an assessment on both landscape character and visual amenity. Where likely significant effects are anticipated the LVIA will consider and identify areas where it may be necessary and appropriate to put forward potential mitigation as part of an iterative design and assessment process. This may include measures at particular locations to reduce a change in views of the Project or to better integrate infrastructure into the wider landscape.
4.10.219	Suggest local energy production / power generation instead.	National Grid has a statutory duty to respond to generation customers wanting to connect to the transmission network. The Project is currently proposed to fulfil connection offers for two offshore wind farms, North Falls and Five Estuaries and, more recently, from Tarchon Energy for an interconnector linking with Germany. Local generation will always remain an important part of power generation in this country, it is important however that all energy is moved around the country efficiently to where it's needed in homes and businesses.

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4.10.220	Suggest schemes to reduce energy consumption / other energy saving schemes.	Whilst National Grid is continually encouraging consumers to use less energy, the modelling predictions stated in the Government's Energy White Paper (EWP) suggests that the overall electricity demand could double by 2050 largely as a result of the electrification of cars and vans and the increased use of clean electricity replacing gas for heating. The EWP states that *'as a result, electricity could provide more than half of the final energy demand in 2050, up from 17% in 2019 and would require a four fold increase in clean electricity generation'*. In order to meet this demand, the Government's EWP has outlined a plan to increase energy from offshore wind to 40 GW by 2030 (target increased to 50 GW in April 2022). Notwithstanding this predicted increase in electricity demand, the Government recognises that smart technologies will need to be implemented to reduce electricity consumption, for example in buildings, the use of smart meters and appliances and energy storage.
4.10.221	Suggest smart grid technologies instead (e.g., to optimise existing assets, facilitate renewable integration, balance supply and demand, reduce peak loads, and bolster grid resilience).	Before National Grid consider building any new infrastructure, we will always seek to add more capacity to the network through optimising existing assets including reconductoring and installing power flow technology. At a national operations level, we control the network using digital technology and supply and demand incentives.
4.10.222	Suggest that (additional) underground cables should be used in this section.	National Grid has carefully considered the feedback received during the 2022 and 2023 non-statutory consultations, the alternatives available, and other factors including our duties and obligations. These duties include balancing the need to be economic and efficient, which includes keeping costs down in the interests of the bill-paying consumers, with a duty to have regard to preserving amenity, which includes the natural environment, cultural heritage, landscape and visual quality. National Policy Statement (NPS) EN-5 makes clear that *'the Government's position that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or Areas of Outstanding Natural Beauty (AONB))'.* The NPS also confirms that widespread and significant adverse landscape and/or visual impacts in other locations may also justify the use of undergrounding. We may also adopt underground cables in other circumstances such as to cross existing 400 kV overhead line infrastructure. After consideration of feedback on the 2023 non-statutory consultation and informed by additional study, we are now proposing to increase the extent of underground cabling by approximately 1.5 km to a total of approximately 20 km of underground cable at areas that are identified as of highest landscape value for example within the Dedham Vale AONB and within the vicinity of the AONB near Great Horkesley. Elsewhere along the 2024 preferred draft alignment, with the exception of the alignment near Diss, the higher cost of underground cables to bill-paying consumers, and the environmental implications of installing and maintaining them, are not considered to be justifiable in the context of national policy or National Grid's statutory duties. At Diss there remains an option to use underground cable but this is subject to consideration of the findings of ongoing investigations. Nevertheless, an Environmental Impact Assessment (EIA) will assess the impact of the Project and will identify any need for additional mitigation.

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4.10.223	Suggest that a 100 m buffer also needs to be provided between the Project and animals (i.e. kennels, catteries, etc).	National Grid does not use the application of standard minimum distances as a routeing or siting consideration. Applying an arbitrary distance may be too big or too small for the specific circumstances. We utilise the Holford and Horlock Rules and topic specific guidance informed by feedback and professional judgement to define appropriate alignments and siting of infrastructure (such as Cable Sealing End (CSE) compounds and substations) that are consistent with the relevant policy framework and duties. We are undertaking an Environmental Impact Assessment (EIA) to assess the potential impact of the Project, and this will identify any need for additional mitigation.
4.10.224	Suggest that a distributed energy grid with battery storage sites be used instead of grid upgrades.	Local generation and distribution is an important mix in meeting the UKs energy needs. However, bulk transfer of energy is required to ensure that energy is moved to where it is needed around the UK.
4.10.225	Suggest that a pylon design is followed which is complementary to maximised land use and the facilitation of the wider renewables sector.	The 2024 preferred draft alignment reflects the use of standard lattice pylons. The use of other pylon designs is still under consideration, if an overhead line route is progressed. National Grid is and will continue to carry out further assessments on pylon design. Our assessments will include visual impacts and mitigation, environmental and ecological considerations, construction, and lifetime maintenance effects. Different designs in use in the UK include: • standard lattice; • lower height lattice; and • T-pylons. The findings from our assessments will be published in Appendix C of the Design Development Report as part of our 2024 statutory consultation. We will continue to consider the use of alternative pylon types should further feedback be received from the 2024 statutory consultation.
4.10.226	Suggest that alternative energy sources are used instead of nuclear / wind.	To meet the predicted doubling in electricity demand by 2050 and the Government's 2050 Net Zero target, the Government Energy White Paper (EWP), whilst not planning for a specific technology solution, predicts that *'a low cost, Net Zero consistent system is likely to be composed predominantly by wind and solar' but* also complementing intermittent renewables with technologies including nuclear and gas with carbon capture and storage. Under its transmission licence, National Grid has a statutory duty to respond to generation customers wanting to connect to the transmission network. As well as the Tarchon Interconnector, the Project will also fulfil connection offers for two offshore wind farms - North Falls and Five Estuaries - which will contribute to the Government's 50 GW offshore wind target. The advantages of offshore wind farms compared to onshore are that they are considered more efficient (with higher wind speeds and consistency in direction) and are further away from local populations. The Project will also provide increased capacity for future generation from various generators.
4.10.227	Suggest that communities affected by the Project are allowed to develop their own community-controlled land-based wind farms (so that	This is something that sits outside our remit but could perhaps be something considered by Government. However, the Government recently ran a consultation seeking views on how community benefits should be delivered for communities that host onshore electricity transmission infrastructure. We will continue to work with the Government and regulator as they define the details of these schemes emerging from the consultation and, once published, will work to understand what this means for our projects.

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	affected communities get some benefits from the Project).	
4.10.228	Suggest that energy is generated (via wind power) near Essex in the sea instead (closer to where it is needed) / Suggest that energy is generated (via nuclear power) in London (e.g., on the Thames) instead.	National Grid does not determine or implement policies that influence the form and location of energy developments. Those matters are for Government to take forward. Our role is to respond to the connection requirements for projects that are developed in line with Government Policy to integrate them into the National Transmission System in a timely, economic and efficient manner in line with relevant policies and our duties.
4.10.229	Suggest that existing overhead lines in this section should be removed.	The existing electricity transmission network provides power, via the local distribution network, into the local area where it is used in homes and businesses. Such lines cannot just be removed as power supplies would not be maintained. The need case and funding for the Project is to deliver the new network reinforcement needed, rather than to remove existing overhead lines which would need to be replaced by another form of connection such as underground cables. Unless required for crossings or mitigation, undergrounding existing overhead lines on the transmission network would not be in accordance with National Policy Statement (NPS) EN-5 and would result in substantial cost to bill payers. There may also be significant environmental impacts due to the removal works on sensitive ecological and archaeological receptors as well as constraints from either existing buildings or unsuitable ground conditions.
4.10.230	Suggest that existing overhead lines in this section should be replaced by underground cables.	The existing electricity transmission network provides power, via the local distribution network, into the local area where it is used in homes and businesses. The need case and funding for the Project is to deliver the new network reinforcement needed, rather than to remove existing overhead lines by undergrounding them. We have identified a number of locations where existing 132 kV and lower voltage lattice pylon lines are crossed by the proposed 400 kV overhead line and / or mitigation of effects is considered necessary. This includes locations such as at Mellis, between Offton and Bramford Substation, to the south of Bramford Substation and near Fuller Street. Unless required for mitigation, undergrounding existing overhead lines on the transmission network would not be in accordance with National Policy Statement (NPS) EN-5 and would result in substantial cost to bill payers. There may also be significant environmental impacts due to the removal works on sensitive ecological and archaeological receptors as well as constraints from either existing built form of unsuitable ground conditions.
4.10.231	Suggest that Five Estuaries, North Falls and Tarchon Interconnector should be connected into Bradwell's disused transmission infrastructure instead.	In respect of connecting at the old Bradwell power station, there is an existing overhead line connection to the Bradwell B site. This has been operating at lower voltage (132 kV) and has not been used for a few years and is in generally poor condition. This overhead line would need to be rebuilt however this onward connection via Rayleigh to Tilbury is also constrained by urban development and further designations and some sections may need to be re-routed if connections were made at Bradwell. Additionally, any connection point also requires two points of connection to the National Electricity Transmission System (NETS) (to meet compliance standards) requiring either a

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		double overhead line through the Bradwell Peninsula and onwards to separate locations or a connection back to Bramford (in addition to one towards Tilbury). A connection to Bramford would require connections to cross the Special Protection Area (SPA) designated Blackwater Estuary (3 km to 7 km tunnel likely to be required at much greater cost) as well as interact with other Special Area of Conservation (SAC) and SPA designations. The existing network through Norfolk, Suffolk and Essex would also still need to be upgraded to transport the electricity due to come onto the network in the Norwich area and provide the necessary two points of connection to the NETS. Taken together a Bradwell point of connection requires a greater amount of new infrastructure and is therefore less economic and efficient and expected to be associated with greater environmental effects.
4.10.232	Suggest that L13 standard lattice towers are used for the entire Project (so that the towers can carry Triple Araucaria 700 mm^2 conductors, or Triple Redwood 850 mm^2 conductors if towers are strengthened).	National Grid do not seek consent on a specific pylon type beyond a standard steel lattice or an alternative pylon type if we propose their use for example a T-pylon. For the overhead line sections at this stage, the Project is being designed as a fully standard lattice pylon type construction to meet a system rating consistent with a Triple Araucaria conductor bundle. The 2024 preferred draft alignment reflects the use of standard lattice pylons. The use of other pylon designs is still under consideration, if an overhead line route is progressed. National Grid is and will continue to carry out further assessments on pylon design. Our assessments will include visual impacts and mitigation, environmental and ecological considerations, construction, and lifetime maintenance effects. Different designs in use in the UK include: • standard lattice; • lower height lattice; and • T-pylons. The findings from our assessments will be published in Appendix C of the Design Development Report as part of our 2024 statutory consultation. We will continue to consider the use of alternative pylon types should further feedback be received from the 2024 statutory consultation.
4.10.233	Suggest that modern pylon technologies / alternative pylon designs are used instead (generally - not specified).	The 2024 preferred draft alignment reflects the use of standard lattice pylons. The use of other pylon designs is still under consideration, if an overhead line route is progressed. National Grid is and will continue to carry out further assessments on pylon design. Our assessments will include visual impacts and mitigation, environmental and ecological considerations, construction, and lifetime maintenance effects. Different designs in use in the UK include: • standard lattice; • lower height lattice; and • T-pylons. The findings from our assessments will be published in Appendix C of the Design Development Report as part of our 2024 statutory consultation. We will continue to consider the use of alternative pylon types should further feedback be received from the 2024 statutory consultation.

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4.10.234	Suggest that overhead lines are visually enhanced within vicinity of aerodromes / airports /airfields.	National Grid have appointed an independent aviation consultancy to the Project which is leading on engagement with airfields and assessment of our design on aviation activities. The review of the design includes engagement with airfields to understand their activity and how the proposed overhead line may or may not impact that use. Appropriate measures will be considered as part of the ongoing design process including specific feedback from airfield operators.
4.10.235	Suggest that the Project should use lower height pylons.	The 2024 preferred draft alignment reflects the use of standard lattice pylons. The use of other pylon designs is still under consideration, if an overhead line route is progressed. National Grid is and will continue to carry out further assessments on pylon design. Our assessments will include visual impacts and mitigation, environmental and ecological considerations, construction, and lifetime maintenance effects. Different designs in use in the UK include: • standard lattice; • lower height lattice; and • T-pylons. The findings from our assessments will be published in Appendix C of the Design Development Report as part of our 2024 statutory consultation. We will continue to consider the use of alternative pylon types should further feedback be received from the 2024 statutory consultation.
4.10.236	Suggest that the Project should use T-pylons.	The 2024 preferred draft alignment reflects the use of standard lattice pylons. The use of other pylon designs is still under consideration, if an overhead line route is progressed. National Grid is and will continue to carry out further assessments on pylon design. Our assessments will include visual impacts and mitigation, environmental and ecological considerations, construction, and lifetime maintenance effects. Different designs in use in the UK include: • standard lattice; • lower height lattice; and • T-pylons. The findings from our assessments will be published in Appendix C of the Design Development Report as part of our 2024 statutory consultation. We will continue to consider the use of alternative pylon types should further feedback be received from the 2024 statutory consultation.
4.10.237	Suggest that pylon design is consistent with existing pylon infrastructure (e.g. size, shape).	The 2024 preferred draft alignment reflects the use of standard lattice pylons. The use of other pylon designs is still under consideration, if an overhead line route is progressed. National Grid is and will continue to carry out further assessments on pylon design. Our assessments will include visual impacts and mitigation, environmental and ecological considerations, construction, and lifetime maintenance effects. Different designs in use in the UK include: • standard lattice; • lower height lattice; and

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		• T-pylons. The findings from our assessments will be published in Appendix C of the Design Development Report as part of our 2024 statutory consultation. We will continue to consider the use of alternative pylon types should further feedback be received from the 2024 statutory consultation.
4.10.238	Suggest that pylons are made to look like trees.	The 2024 preferred draft alignment reflects the use of standard lattice pylons. The use of other pylon designs is still under consideration, if an overhead line route is progressed. National Grid is and will continue to carry out further assessments on pylon design. Our assessments will include visual impacts and mitigation, environmental and ecological considerations, construction, and lifetime maintenance effects. Different designs of pylon in use in the UK do not include a design that looks like trees, the designs available include: • standard lattice; • lower height lattice; and • T-pylons. The findings from our assessments will be published in Appendix C of the Design Development Report as part of our 2024 statutory consultation. We will continue to consider the use of alternative pylon types should further feedback be received from the 2024 statutory consultation.
4.10.239	Suggest that pylons are painted in white if tall pylons are used or if the pylon is located in a prominent position (e.g., to imitate a windmill).	National Grid uses a standard industrial grey paint colour across the majority of its assets. It is a colour we have used for several years as it provides a sympathetic balance between pylons blending into landscapes and skylines when seen from differing views and natural lighting. The new T-pylon differs in colour from the lattice pylons given its bulkier appearance. If there are areas where there are specific requirements to mitigate visual impacts and it is considered that a different paint colour may reduce the visual impact further, these will be looked at and reviewed on a case-by-case basis with the findings presented within the Environmental Statement (ES) for the Project.
4.10.240	Suggest that pylons are painted to blend in with the countryside.	National Grid uses a standard industrial grey paint colour across the majority of its assets. It is a colour we have used for several years as it provides a sympathetic balance between pylons blending into landscapes and skylines when seen from differing views and natural lighting. The new T-pylon differs in colour from the lattice pylons given its bulkier appearance. If there are areas where there are specific requirements to mitigate visual impacts and it is considered that a different paint colour may reduce the visual impact further, these will be looked at and reviewed on a case-by-case basis with the findings presented within the Environmental Statement (ES) for the Project.
4.10.241	Suggest that the capacity of the existing line running north along the A130, the capacity of the existing line in the Lee Valley running along the A10 and the capacity of the	The existing transmission network in the region is currently being upgraded to ensure the system is running at its most efficient performance. The existing assets networks are not able to be upgraded sufficiently to cope with the new future demands expected on the network. As a result, new lines and substations will be required to accommodate the changing demands on the network.

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	existing line along the M11 is increased instead.	
4.10.242	Suggest that the capacity of the Project is increased (e.g., from 400 kV capacity to 800 kV capacity).	The Project would be constructed at the highest capacity currently available. This will be in line with the existing networks that are being updated in East Anglia including the existing Norwich to Bramford circuit and the Bramford to Rayleigh circuit.
4.10.243	Suggest that the existing overhead lines from Ipswich to Tilbury should be reinforced / upgraded instead.	The existing transmission network in the region is currently being upgraded to ensure the system is running at its most efficient performance. The existing assets networks are not able to be upgraded sufficiently to cope with the new future demands expected on the network. As a result, new lines and substations will be required to accommodate the changing demands on the network. The existing overhead lines cannot be further adapted safely and securely to enable them to carry more power or additional conductors (wires) added to take the amount of power being proposed in East Anglia.
4.10.244	Suggest that the existing overhead lines in this section are reinforced / upgraded instead.	The existing transmission network in the region was upgraded during 2022 and 2023 to ensure the system is running at its most efficient performance. The existing assets / networks are not able to be upgraded sufficiently to cope with the new future demands expected on the network. As a result, new lines and substations will be required to accommodate the changing demands on the network.
4.10.245	Suggest that the overhead lines are shielded to prevent any leakage of EMF radiation.	The Government adopted a precautionary measure for overhead lines called 'optimum phasing'. This is a design measure that ensures that the magnetic fields produced by overhead lines reduce as quickly with distance as possible, acting to reduce exposure. This precautionary measure as well as compliance with independent exposure limits set to protect against exposure are applied to the design of all equipment on the Project. Government policy on Electric and Magnetic Fields (EMF) detailed in National Policy Statement (NPS) EN-5 that *'where it can be shown that the line will comply with the current public exposure guidelines and the policy on phasing, no further mitigation should be necessary'.*
4.10.246	Suggest that the Project follows the motorway along central reservations and hard shoulders.	Whilst appreciating the potential benefits of infrastructure being concentrated geographically, i.e., by routeing the Project in close proximity to existing road infrastructure, National Grid does not consider this to provide benefits in this section. Major roads potentially align (at least in part) with the general routeing of the Project. However, in this section there are constraints and features that mean that we do not consider close paralleling with them will reduce environmental effects or improve compliance with the Holford Rules (as described in Chapter 1 of this report) or be more consistent with the policy to be economic and efficient. A number of residential properties (isolated as well as hamlets, villages and towns) are present in close proximity to the existing transport infrastructure necessitating multiple diversions of an overhead line. There are also some locations where the combination of existing physical and environmental features (railway and road infrastructure, commercial and residential property, woodlands and orchards) present very substantial challenges to routeing and siting. As a result, whilst close paralleling of transport infrastructure may appear beneficial in some short sections, overall the increased environmental effects from multiple changes of direction are considered greater and less compliant with the Holford Rules than those that are associated with a new corridor separated from existing transport infrastructure. More generally, routeing is undertaken in

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		accordance with the Holford Rules which guide to a balanced decision rather than favouring urban areas over rural areas as proposed.
4.10.247	Suggest that the Project follows the route of existing overhead lines and that existing overhead lines are removed, with the Project capacity increased to be sufficient for both the exist overhead line and the Project.	The existing transmission network in the region is currently being upgraded (with a change to the type of conductor) to ensure the system is running at its most efficient performance. The existing assets networks are not able to be upgraded sufficiently further to cope with the new future demands expected on the network. As a result, new lines and substations will be required to accommodate the changing demands on the network. The existing overhead lines cannot be further adapted safely and securely to enable them to carry more power or additional conductors (wires) added to take the amount of power being proposed in East Anglia.
4.10.248	Suggest that the Project is routed away from all major hospitals (due to population growth meaning hospitals need expanding / interference with air emergency services).	National Grid has obtained information on development proposals within the planning system. The nature of our response varies as in some cases proposals can be amended to be designed around our proposed infrastructure but in other cases our proposals may need to be amended at a corridor level or factored into detailed route design. Based on known information, and in light of changes made following consideration of feedback to the 2023 non-statutory consultation, we consider the 2024 preferred draft alignment is consistent with relevant policy and guidelines and the route alignment designed such that they do not prevent proposed developments and their component elements. We will continue to review planning applications and engage with developers to back check and update our proposals as necessary. Our aviation advisers have considered the proximity of Broomfield hospital but given the performance characteristics of helicopters, do not consider there will be an effect on activities. Similar new hospitals would equally not be considered to have air ambulance activity restricted. We will continue to back check proposals should new hospital locations be identified as the Project develops.
4.10.249	Suggest that the Project is routed away from populated / residential areas.	Deciding where and how to build new high voltage electricity lines is a complex issue and National Grid is mindful of the potential effects this infrastructure may have on local communities and the concerns these may bring. We recognise that people living near our transmission infrastructure, including high voltage overhead lines, may have concerns about audible noise and potential health impacts. It has sometimes been suggested that minimum distances between properties and overhead lines should be prescribed. We do not consider this appropriate since each instance must be dealt with on its merits. However, we have always sought to route new lines away from residential property on grounds of general amenity where practicable. Projects of this nature are required to assess the potential environmental impacts of the proposals, and report on those, and set out proposed mitigation, in an Environmental Statement (ES) in accordance with the relevant Environmental Impact Assessment (EIA) Regulations. The EIA starts early in the process and, in that respect, a considerable amount of assessment work has been undertaken to allow preliminary judgements to be made about the design and routeing of the Project. This has been set out in various publications (The Corridor and Preliminary Routeing and Siting Study (CPRSS), published as part of the 2022 non-statutory consultation, the Design Development Report, 2022 Non-Statutory Consultation Feedback Report and Strategic Options Backcheck and Review, published as part of the 2023 non-statutory consultation) with feedback helping shape the preliminary proposals. Further detailed assessment work has been undertaken since the 2023 non-statutory consultation and is

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		published in the Preliminary Environmental Information Report (PEIR) to accompany the statutory consultation stage of the Project. We will be writing up our noise and vibration assessment that will, in addition to other topic specific assessments, form part of the EIA for the Project. Noise levels and the effect on residential properties as well as other sensitive areas, such as hospitals and schools, are carefully considered during planning, assessed according to the appropriate UK standards, and mitigated where necessary. We set strict technical standards for the equipment we install on our network. These will apply to the proposed new East Anglia Connection Node (EACN) substation located in the Tendring District, and extensions required to the existing Norwich Main, Bramford, and Tilbury Substations. These standards include requirements to ensure the occurrence of audible noise is eliminated or reduced as far as practicable. Therefore, significant adverse effects from noise are not expected. Noise from overhead lines is predominately determined by the conductor design, voltage and weather conditions. The overhead line will be designed using a relatively quiet conductor that meets the design specification required, and operational noise is not likely to be significant at nearby sensitive receptors under any weather conditions. Should the iterative design process result in alternative conductor types be used, consideration for this would be assessed within the EIA. Pylon fittings, such as insulators, dampers, spacers, and clamps, are also designed and procured in accordance with a series of National Grid Technical Specifications to reduce the potential for audible noise and tones to occur from all types of fittings. Where noise does occur, it is likely to be localised and of short duration. If this is due to a fault, action can be taken to rectify it. A technical note would be submitted as part of the application for development consent to support scoping out noise associated with overhead lines from the ES. We will also be writing up our Landscape and Visual Impact Assessment (LVIA) that will form part of the EIA for the Project. This will include a write-up of an assessment on both landscape character and visual amenity. Where likely significant effects are anticipated the LVIA will consider and identify areas where it may be necessary and appropriate to put forward potential mitigation as part of an iterative design and assessment process. The health and safety of the public, local communities and employees is central to everything that we do. The UK has a carefully thought-out set of policies for protecting us all against Electric and Magnetic Fields (EMFs), the main component of which is exposure guidelines. The exposure guidelines are set by independent scientific bodies and are based on decades-long studies into the effects of EMFs and ill health. After those decades of research, the weight of evidence is against there being any health risks of EMFs below the guideline limits. Our approach is to ensure that our network comply with those policies, which are set by Government on the advice of their independent advisors. The Project will be designed to ensure it is fully compliant with these policies and guidelines. This ensures that health concerns are properly and adequately addressed. Policies for both noise and EMF are incorporated into the decision-making process for development consent as set out in National Policy Statement (NPS) EN-5. It is National Grid's policy to ensure that all its equipment complies fully with those policies and guidelines. The application for a Development Consent Order (DCO) will include assessments against these polices, including both construction and operational noise and EMF.
4.10.250	Suggest that the Project is routed offshore until Bradwell, then uses the 450 kV infrastructure installed for	In respect of connecting at the old Bradwell power station, there is an existing overhead line connection to the Bradwell B site. This has been operating at lower voltage (132 kV) and has not been used for a few years and is in generally poor condition. This overhead line would need to be rebuilt, however, this onward connection via Rayleigh to Tilbury is also constrained by urban development and further designations and some sections may need to be re-

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	Bradwell Nuclear Power Station.	routed if connections were made at Bradwell. Additionally, any connection point also requires two points of connection to the National Electricity Transmission System (NETS) (to meet compliance standards) requiring either a double overhead line through the Bradwell Peninsula and onwards to separate locations or a connection back to Bramford (in addition to one towards Tilbury). A connection to Bramford would require connections to cross the Special Protection Area (SPA) designated Blackwater Estuary (3 km to 7 km tunnel likely to be required at much greater cost) as well as interact with other Special Area of Conservation (SAC) and SPA designations. The existing network through Norfolk, Suffolk and Essex would also still need to be upgraded to transport the electricity due to come onto the network in the Norwich area and provide the necessary two points of connection to the NETS. Taken together a Bradwell point of connection requires a greater amount of new infrastructure and is therefore less economic and efficient and expected to be associated with greater environmental effects.
4.10.251	Suggest that the Project is routed west from Twinstead to London, following the M25 towards Tilbury.	The Corridor and Preliminary Routeing and Siting Study (CPRSS) published as part of the 2022 non-statutory consultation and the Strategic Options and Backcheck Review (SOBR) published as part of the 2023 non-statutory considered alternative connection routeing. It considered that these alternatives to be less economic and efficient and they were not taken forward. In the absence of new evidence or further information, no change is currently proposed. We will continue to make changes to the draft alignment where appropriate based on evidence as we receive further feedback and as the Project develops.
4.10.252	Suggest that the Project should be located at an appropriate distance away from hedgelines for the use of a 40 m sprayer (to avoid rendering a strip as unfarmable).	National Grid notes the preference from certain landowners for pylons to be situated along field boundaries as well as leaving certain distances from field boundaries where practicable to reduce the impact on future land use. We have assessed requests from landowners on an individual basis and have moved pylons to the edges of fields as well as leaving requested distances from boundaries where this can be achieved without undue diversion or extension of the overhead line or increasing the visual or environmental impact on other receptors. We will continue to engage with landowners throughout the Project and will continue to make changes following further feedback where practicable as the Project develops.
4.10.253	Suggest that the Project should run adjacent to existing transport infrastructure generally (please use specific code if a road / other transport corridor is suggested).	While there could be potential benefits from infrastructure being concentrated geographically, i.e., by routeing the Project in close proximity to existing road and rail infrastructure, National Grid do not consider these benefits arise for the whole route. Rail lines or roads potentially align (at least in part) with the general routeing of the Project. However, there are constraints and features that mean that we do not consider close paralleling will reduce environmental effects or improve compliance with the Holford Rules or be more consistent with the policy requirement to be economic and efficient. A number of residential properties, as well as hamlets, villages and towns, are present in close proximity to the existing transport infrastructure necessitating multiple diversions of an overhead line. There are also some locations where the combination of existing physical and environmental features (railway and road infrastructure, commercial and residential property, woodlands and orchards) present very substantial challenges to routeing and siting. As a result, whilst close paralleling of transport infrastructure may appear beneficial in some short sections, overall, the increased environmental effects from multiple changes of direction are considered greater and less compliant with the Holford Rules than those that are associated with a new route alignment.

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4.10.254	Suggest that the Project should run in closer to / parallel to the existing 400 kV overhead lines.	National Grid notes the potential for close paralleling existing overhead lines to reduce the level of effects that may arise from a new overhead line. However, where existing overhead lines are present along the proposed route, there are constraints and features that mean, overall, we consider close paralleling would lead to greater effects on receptors in the area and be less compliant with the Holford Rules or be less consistent with the policy to be economic and efficient. A number of residential properties are present in close proximity to the existing 400 kV overhead line meaning that if the overhead lines were close paralleled it would result in the properties having an overhead line close to both sides. There are also some locations where the combination of existing physical and environmental features (road infrastructure, commercial and residential properties etc) present very substantial challenges to routeing and siting. As a result, whilst close paralleling may appear beneficial in some sections, overall, the increased environmental effects where the overhead lines have to converge and diverge, and those increased effects on properties with overhead lines on both sides are considered greater than those introduced by a new overhead line separated from existing 400 kV overhead lines. Whilst crossings and use of underground cable technology may be able to address various constrained locations, we consider the costs and environmental effects arising from the additional infrastructure required to be less compliant with our duties and relevant policies.
4.10.255	Suggest that the Project uses existing unused 132 kV overhead line between Bradwell and Rayleigh and existing unused substation at Bradwell, with infrastructure upgraded to 400 kV.	The indicated overhead line was in fact a 400 kV connection to the Bradwell B site. This has been operating at lower voltage (132 kV) and has not been used for a few years and is in generally poor condition. This overhead line would need to be rebuilt however this onward connection via Rayleigh to Tilbury is also constrained by urban development and further designations and some sections may need to be re-routed if connections were made at Bradwell. Additionally, any connection point also requires two points of connection to the National Electricity Transmission System (NETS) (to meet compliance standards) requiring either a double overhead line through the Bradwell Peninsula and onwards to separate locations or a connection back to Bramford (in addition to one towards Tilbury). A connection to Bramford would require connections to cross the Special Protection Area (SPA) designated Blackwater Estuary (3 km to 7 km tunnel likely to be required at much greater cost) as well as interact with other Special Area of Conservation (SAC) and SPA designations. The existing network through Norfolk, Suffolk and Essex would also still need to be upgraded to transport the electricity due to come onto the network in the Norwich area and provide the necessary two points of connection to the NETS. Taken together a Bradwell point of connection and using the eastern route from Braintree to Tilbury requires a greater amount of new infrastructure and is therefore less economic and efficient and expected to be associated with greater environmental effects.
4.10.256	Suggest that the Project uses sustainable wooden pylons.	Electrical lines that are on wooden pylons operate at a much lower voltage than the national grid and as a result the gap between their cables and other conductive materials can be much smaller. At 400 kV, clearance between the wires and other conductive material needs to be greater than 3 m which is why our pylons are taller than other electrical lines such as network rail and the distribution lines. There is no wooden pylon design suitable for a 400 kV power line available in the UK.
4.10.257	Suggest that the Project uses underground cables between the Humber and Essex	Whilst appreciating the potential benefits of infrastructure being concentrated geographically, i.e., by routeing the Project in close proximity to existing or proposed infrastructure, National Grid does not consider this to provide benefits in this section. The proposed water pipelines potentially align (at least in part) with the general routeing of

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	through combining efforts with the water pipes that are being put underground between the Humber and Essex.	the Project. However, in this section there are constraints and features that mean that we do not consider close paralleling with them will reduce environmental effects or improve compliance with the Holford Rules or be more consistent with the policy to be economic and efficient. A number of residential properties (isolated as well as hamlets, villages and towns) are present in close proximity to the proposed pipeline necessitating multiple diversions of any electrical connection and negating the potential benefits perceived. There are also some locations where the combination of existing physical and environmental features (railway and road infrastructure, commercial and residential property, woodlands and orchards) present very substantial challenges to routeing and siting. As a result, whilst close paralleling of the proposed pipeline may appear beneficial in some short sections, overall the increased environmental effects from multiple deviations of the electrical infrastructure are considered greater.
4.10.258	Suggest that the spacing of pylons is changed (e.g., not currently spaced sufficiently).	When locating pylons, a large number of variables will be considered, in some instances in discussion with subject matter experts such as landscape architects. It may be that a closer spacing of pylons but smaller in height may be preferred to a bigger spacing but taller pylon. Each span is different and it is not a set distance that is applied to all, but all spacings need to ensure that appropriate clearances are maintained in the design.
4.10.259	Suggest that T-pylons should be coloured black instead of white (e.g., as they would be less visible).	National Grid uses a standard industrial grey paint colour across the majority of its assets. It is a colour we have used for several years as it provides a sympathetic balance between pylons blending into landscapes and skylines when seen from differing views and natural lighting. The new T-pylon differs in colour from the lattice pylons given its bulkier appearance. If there are areas where there are specific requirements to mitigate visual impacts and it is considered that a different paint colour may reduce the visual impact further, these will be looked at and reviewed on a case-by-case basis with the findings presented within the Environmental Statement (ES) for the Project. The 2024 preferred draft alignment reflects the use of standard lattice pylons. The use of other pylon designs is still under consideration, if an overhead line route is progressed. We will be carrying out further assessments on pylon design. Our assessments will include visual impacts and mitigation, environmental and ecological considerations, construction, and lifetime maintenance effects. Different designs in use in the UK include: • standard lattice; • lower height lattice; and • T-pylons. The findings from our assessments will be published in Appendix C of the Design Development Report as part of our 2024 statutory consultation. We will continue to consider the use of alternative pylon types should further feedback be received from the 2024 statutory consultation.
4.10.260	Suggest that underground cables are installed using Horizontal Directional Drilling (HDD) rather than open trenches (cut and cover).	Trenchless installation techniques, such as Horizontal Directional Drilling (HDD), can be used as an alternative to a trenched (cut and cover) approach to install underground cables. It is usually the choice of methodology where minimal disturbance to above ground features is required, given trenched methods are more disruptive in terms of the level of disturbance to the landscape and environment. The benefits of using HDD need to be carefully

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		considered to ensure ground conditions are suitable and that the balance of potential environmental effects is achieved. From an engineering perspective, the underground cables need to be installed at a greater depth to provide adequate protection against inadvertent excavation strikes as this method doesn't allow us to install warning tapes/tiles above the cables. Local constraint features that interface with the route such as water courses or other buried infrastructure may require the cables to be installed deeper to avoid clashes. The deeper the underground cables are installed, the wider they need to be spaced to allow for suitable thermal dissipation (avoiding overheating) and so a suitable route corridor needs to be present to allow for the wider permanent underground cable corridor this can be quite a difficulty especially in avoiding the installation of cables beneath above ground features. HDD as a methodology increases complexities with regards to engineering, programme and in turn increase cost hence why HDD is not the preferred methodology of underground cable installation but more so an alternative means where National Grid need to negotiate the route close to environmental sensitive receptors. We fully assess the underground cable routes in detail considering the route incumbent features and potential effects of installation by open trench method. Where such methodology is deemed not preferred then installation by HDD methods will also be assessed before deciding on where HDD will be used.
4.10.261	Suggest that underground cables are only used at the Area of Outstanding Natural Beauty (AONB), and not for other sections of the Project (e.g., use of underground cables proposed for the Project is currently excessive).	National Grid has carefully considered the feedback received during the 2022 and 2023 non-statutory consultations, the alternatives available, and other factors including our duties and obligations. These duties include balancing the need to be economic and efficient, which includes keeping costs down in the interests of the bill-paying consumers, with a duty to have regard to preserving amenity, which includes the natural environment, cultural heritage, landscape and visual quality. National Policy Statement (NPS) EN-5 makes clear that *'the Government's position that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e., National Parks, The Broads, or Areas of Outstanding Natural Beauty (AONBs))'*. The NPS also confirms that widespread and significant adverse landscape and/or visual impacts in other locations may also justify the use of undergrounding. We may also adopt underground cables in other circumstances such as to cross existing 400 kV overhead line infrastructure. We consider that the proposed sections of undergrounding outside the AONB are consistent and justified in policy terms and for technical reasons. The sections extending beyond the AONB boundary and as proposed near Great Horkesley are reducing effects on the AONB from infrastructure positioned within its setting and are informed by the need to identify suitable locations for the Cable Sealing End (CSE) compounds. Elsewhere, the underground cabling at Fairstead and near Tilbury respond to technical factors and reasons of being economic and efficient. We are also considering the potential to use a further section of underground cable to respond to a combination of factors affecting the 2023 preferred draft alignment with a decision to be informed by feedback on the 2024 statutory consultation and further studies that are being completed.
4.10.262	Suggest that underground cables are used alongside the railway line from Norwich to Liverpool Street.	While there could be potential benefits from infrastructure being concentrated geographically, i.e., by routeing the Project in close proximity to existing road and rail infrastructure, National Grid does not consider these benefits arise for the whole route. Rail lines or roads potentially align (at least in part) with the general routeing of the Project. However, there are constraints and features that mean that we do not consider close paralleling will reduce

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		environmental effects or improve compliance with the Holford Rules or be more consistent with the policy requirement to be economic and efficient. Several residential properties, as well as hamlets, villages and towns, are present in close proximity to the existing transport infrastructure necessitating multiple diversions of an overhead line. There are also some locations where the combination of existing physical and environmental features (railway and road infrastructure, commercial and residential property, woodlands and orchards) present very substantial challenges to routeing and siting. As a result, whilst close paralleling of transport infrastructure may appear beneficial in some short sections, overall, the increased environmental effects from multiple changes of direction are considered greater and less compliant with the Holford Rules than those that are associated with a new route alignment.
4.10.263	Suggest that underground cables are used for the entire Project.	National Grid has carefully considered the feedback received during consultation, the alternatives available, and other factors including our duties and obligations. These duties include balancing the need under The Electricity Act 1989 to be economic and efficient, which includes keeping costs down in the interests of the bill-paying consumers, with a duty to have regard to preserving amenity, which includes the natural environment, cultural heritage, landscape and visual quality. The National Policy Statement (NPS) EN-5 makes clear that *'the Government's position that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or Areas of Outstanding Natural Beauty (AONBs))'.* The NPS also confirms that widespread and significant adverse landscape and/or visual impacts in other locations may also justify the use of undergrounding. We may also adopt underground cables in other circumstances such as to cross existing 400 kV overhead line infrastructure. Therefore, whilst undergrounding the whole route is not considered appropriate, National Grid's proposals do include underground cable within the Dedham Vale AONB in accordance with NPS EN-5. Prior to our 2023 non-statutory consultation we identified the need to extend the underground cable beyond the Area of Outstanding Natural Beauty (AONB) boundary because of potential effects, we have further extended this section of underground cable following consideration of feedback on our 2023 non-statutory consultation and additional investigation into potential effects. We also identified an approximately 4 km section near Great Horkesley as meeting the particularly sensitive criteria where underground cable is also proposed and following consideration of feedback to the 2023 non-statutory consultation, we are reviewing the potential to utilise around 2 km of underground cable near Diss though this is subject to review of the findings of ground investigations and further studies. Additionally, underground cable is proposed at Fairstead for a 400 kV overhead line crossing and for around 5 km for the crossing of the Lower Thames Crossing (LTC) proposals and line entry to Tilbury Substation.
4.10.264	Suggest that underground cables are used in populated / residential areas.	National Grid has carefully considered the feedback received during consultation, the alternatives available, and other factors including our duties and obligations. These duties include balancing the need to be economic and efficient, which includes keeping costs down in the interests of the bill-paying consumers, and the duty to have regard to preserving amenity, which includes the natural environment, cultural heritage, landscape and visual quality. National Policy Statement (NPS) EN-5 makes clear that *'the Government's position that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or Areas of Outstanding Natural Beauty (AONBs))'.* The NPS also confirms that widespread and significant adverse

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		landscape and/or visual impacts in other locations may also justify the use of undergrounding. We may also adopt underground cables in other circumstances such as to cross existing 400 kV overhead line infrastructure. Projects of this nature are required to assess the potential environmental impacts of the proposals, and report on those, and set out proposed mitigation, in an Environmental Statement (ES) in accordance with the relevant Environmental Impact Assessment (EIA) Regulations. The EIA starts early in the process and, in that respect, a considerable amount of assessment work has been undertaken to allow preliminary judgements to be made about the design and routeing of the Project. This has been set out in various publications (The Corridor and Preliminary Routeing and Siting Study (CPRSS), published as part of the 2022 non-statutory consultation, the Design Development Report, 2022 Non-Statutory Consultation Feedback Report and Strategic Options Backcheck and Review, published as part of the 2023 non-statutory consultation) with feedback helping shape the preliminary proposals. Further detailed assessment work has been undertaken since the 2023 non-statutory consultation and is published in the Preliminary Environmental Information Report (PEIR) to accompany the statutory consultation stage of the Project. At this stage no locations have been proposed to be underground cable on the basis of residential effects alone although potential effects on residential property occupiers have formed part of the decision making in some cases. Underground cable is proposed through the AONB, in some locations near the AONB, for a crossing of the 400 kV overhead line, for the line entry to Tilbury Substation and following consideration of the feedback to our 2023 non-statutory consultation we are reviewing the potential to utilise around 2 km of underground cable near Diss though this is subject to review of the findings of ground investigations and further studies. National Grid will be writing up its Landscape and Visual Impact Assessment (LVIA) that will form part of the EIA for the Project. This will include a write-up of an assessment on both landscape character and visual amenity. Where likely significant effects are anticipated the LVIA will consider and identify areas where it may be necessary and appropriate to put forward potential mitigation as part of an iterative design and assessment process. This may include measures at particular locations to reduce a change in views of the Project or to better integrate infrastructure into the wider landscape.
4.10.265	Suggest the Project follows the existing eastern route from Braintree to Tilbury.	In respect of connecting at the old Bradwell power station, there is an existing overhead line connection to the Bradwell B site. This has been operating at lower voltage (132 kV) and has not been used for a few years and is in generally poor condition. This overhead line would need to be rebuilt however this onward connection via Rayleigh to Tilbury is also constrained by urban development and further designations and some sections may need to be re-routed if connections were made at Bradwell. Additionally, any connection point also requires two points of connection to the National Electricity Transmission System (NETS) (to meet compliance standards) requiring either a double overhead line through the Bradwell Peninsula and onwards to separate locations or a connection back to Bramford (in addition to one towards Tilbury). A connection to Bramford would require connections to cross the Special Protection Area (SPA) designated Blackwater Estuary (3 km to 7 km tunnel likely to be required at much greater cost) as well as interact with other Special Area of Conservation (SAC) and SPA designations. The existing network through Norfolk, Suffolk and Essex would also still need to be upgraded to transport the electricity due to come onto the network in the Norwich area and provide the necessary two points of connection to the NETS. Taken together a Bradwell point of connection and using the eastern route from Braintree to Tilbury

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		requires a greater amount of new infrastructure and is therefore less economic and efficient and expected to be associated with greater environmental effects.
4.10.266	Suggest the use of 'superconducting cable' technology.	National Grid is monitoring how this technology develops in the future, but for the moment it is not a deployable technology that could be considered for any current projects. Superconductor technology remains in its infancy and has only been trialled in a limited number of circumstances globally. The technology is not at a level of development maturity where it can provide the capacity, voltage level or distance required for this Project.
4.10.267	Suggest underground cables are installed using Horizontal Directional Drilling (HDD) rather than open trenches (cut and cover) where construction would take place very close to domestic properties and avoid unnecessary damage to hedgerows.	Our preferred installation method for underground cables is to open trench, however where local constraints dictate, we may look to negotiate these with the use of trenchless excavation technologies. The installation methodologies, as well as the routeing in the first instance, will be carefully assessed against numerous criteria to ensure the most reasonably practicable solution is applied in each location. This will include local physical constraints above and below ground, sensitive local receptors, ground conditions etc. Further details of installation methodology and their locations will be available as part of the 2024 statutory consultation. Whilst Trenchless technologies lessen the disturbance above ground it is worth noting that due to having to install cables at a greater depth the permanent asset corridor must be wide enough to accommodate such. Furthermore, there will still be construction effects at the driving pits at the end of each drive and also the jointing pits along the route.
4.10.268	Suggest use of the previous lattice style pylons as they blend in better with the environment.	The 2024 preferred draft alignment reflects the use of standard lattice pylons. The use of other pylon designs is still under consideration, if an overhead line route is progressed. National Grid is and will continue to carry out further assessments on pylon design. Our assessments will include visual impacts and mitigation, environmental and ecological considerations, construction, and lifetime maintenance effects. Different designs in use in the UK include: • standard lattice; • lower height lattice; and • T-pylons. The findings from our assessments will be published in Appendix C of the Design Development Report as part of our 2024 statutory consultation. We will continue to consider the use of alternative pylon types should further feedback be received from the 2024 statutory consultation.
4.10.269	Suggest using as few pylons as possible for the Project, though not specified how.	Pylon spacing varies to respond to the presence of various constraints and landform, but greater span distance requires the use of taller pylons (by the addition of multiples of 3 m extensions to the standard lattice pylon). The standard lattice pylon (around 50 m height) achieves a typical span of around 350 m which is considered to provide an appropriate balance between the number and height of pylons and the different effects arising from these aspects.
4.10.270	Suggests National Grid increase the capacity of Sea link to eliminate the need to cable beneath the Dedham	The respondent's suggestion will not meet the reinforcement needs of the Project as set out in the Strategic Options Backcheck and Review (SOBR) published as part of the 2023 non-statutory consultation. More generally offshore alternatives were also set out in that report and considered less preferred. No change is currently proposed.

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	Vale Area of Outstanding Natural Beauty (AONB) and run cables alongside the AONB in the highly sensitive setting of Tendring / north Colchester.	
Design Question		
4.10.271	Are National Grid working with The Netherlands and Ireland? (in relation to coordinating energy supply/demand)	Interconnection with Europe is an important feature of the UKs energy requirements and it helps supply meet demand and overall keeps energy costs lower. The UK trades with several European mainland countries such as Denmark, Germany, France, Sweden, Belgium and Ireland.
4.10.272	Have National Grid started planning for construction yet (e.g., purchasing the vast amounts of steel needed)?	National Grid works with a range of suppliers/contractors to procure construction related materials such as steel for the construction of pylons for major infrastructure projects. The sourcing of these materials typically occurs if and when a principal construction contractor is appointed by National Grid. This would only be the case if the Project is granted consent. The appointed construction contractor will source materials that ultimately meet required technical specification, are at the current market rate and can be delivered as per the construction programme.
4.10.273	How long will the Project take to construct?	National Grid anticipate gaining consent for this Project towards the end of 2026 and for construction works to commence in early 2027, with the target date for energization being 2030. This allows for a construction phase of three years. There will need to be reinstatement works following the energization to remove the temporary works required to undertake the main construction work and the timescale for that is not yet known, but it can be expected to be no less than an additional year at this stage.
4.10.274	How tall will the pylons be?	The specific size of the pylons is determined by a large number of variables. This could, amongst other things, include the topography of the land in a specific area, the distance between pylons and the type of activity that occurs under an overhead line, which could all impact on the size of pylon that would be required in any given location. Typically, a lattice pylon is anticipated to be in the region of 50 m in height but this can be increased and decreased generally by variations of 3 m within certain parameters. National Grid will be presenting a design basis indicating an initial height but will also be seeking consent that includes Limits of Deviation (LoD) within our application for consent to respond to the factors noted above. As such no absolute height will be set as part of this phase of the Project.
4.10.275	How will the Project be funded?	National Grid is funded by a price control mechanism which is agreed with and set by the regulator, the Office of Gas and Electricity Markets (Ofgem). We pay up front the many millions of pounds it costs to build a new power transmission line. The cost is then gradually passed to consumers through their electricity bills over the next 40 years or so. The funding for these up-front costs comes from our shareholders and the institutions that lend us money. Across all our investments in our vital infrastructure, this amounts to many billions of pounds. They invest in us because they expect that we will make a sufficient profit to provide an appropriate return on their investment and eventually pay them back. This brings a major benefit to electricity bill payers as it allows the recovery of the cost of

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		our investment to be spread out over many years, rather than having a spike in electricity bills when we build a large new transmission connection.
4.10.276	Is the need for the Project being driven by external forces (e.g., China or Russia)?	The need for the Project is set out in the needs case in Chapter 1 of this report. The Project is important not only for starting to deal with the UKs net zero targets and energy affordability but also driving home grown energy security so that there is more resilience to external global factors.
4.10.277	Is the Project being supported by and coordinated with energy transmission in Europe? (in relation to integration with main land Europe for supply and demand)	Interconnection with Europe is an important feature of the UKs energy requirements, and it helps supply meet demand and overall keeps energy costs lower. The UK is linked to several European mainland countries such as Denmark, Germany, France, Sweden, Belgium, and Ireland through a number of 'interconnectors'. This area of National Grid's business is managed by a legally separate company to National Grid Electricity Transmission (NGET) – 'National Grid Ventures'. If the Project were to be constructed, it would form part of the National Transmission Network (NTS) and indirectly would allow the transmission of electricity from interconnectors, some of which are already connected at Bramford Substation. In addition, there is a proposal for a new interconnector from Germany (Tarchon) which, if constructed as currently proposed, would connect directly into this Project.
4.10.278	Query as to how feedback will be reflected in the final Project / How is feedback used?	In response to the 2023 non-statutory consultation, we received over 4,000 responses. Responses were received from members of the public, elected members, Local Authorities, and technical stakeholders. All responses received have been read and considered by the Project team as we have developed our proposals. Information on how feedback has influenced the Project is available as part of our consultation within this report and other Project documents available on the Project website.
4.10.279	What social and economic benefits does the Project offer to a homeowner?	The Project is required to connect a significant amount of new wind generation and other forms of low carbon energy. This will be to the benefit of all homeowners, not just in terms of clean energy but also affordability and energy security. The Government has also carried out a consultation into the potential approach to community benefit which the Project will take into account at the next stage of the Project. In addition, the Government recently ran a consultation seeking views on how community benefits should be delivered for communities that host onshore electricity transmission infrastructure. We will continue to work with the Government and regulator as they define the details of these schemes emerging from the consultation and, once published, will work to understand what this means for our projects.
4.10.280	Where will the power carried by the Project be used?	The premise of the National Transmission System is that it transmits power from wherever it is generated to wherever it is needed by the distribution network that responds to the demand for supplies of electricity by homes and businesses. The specific route of a part of the network is therefore unrelated to a specific point of use but is identified through being the most economic and efficient means of reinforcing the network at the time given the expected requirements.
Economic / Employment Impact		
4.10.281	Concern about the impact of the Project on the economy.	As part of the Development Consent Order (DCO) process, we are required to prepare and publish preliminary environmental information referred to as the 'Preliminary Environmental Information Report' (PEIR) during the 'statutory consultation' period. The PEIR will provide details on the current potential effects of the Project and

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		proposed mitigation measures. The statutory consultation period is expected to be held mid-2024 and during this we will welcome comments from stakeholders on the information presented in the PEIR (including our approach on data collection and baseline conditions).
4.10.282	Concern about the negative impact on businesses in the area.	Through the routeing and siting exercise National Grid has sought and will continue to reduce as far as practicable impacts to businesses. To reduce potential impacts, we are identifying businesses and enterprises and their primary function, and also those that are likely to generate tourism such as private gardens and parks. These have been and will continue to be considered during the iterative design process. Impacts on local businesses will be presented within a Socio-economics, Recreation and Tourism assessment which is being undertaken and will be written up to form part of the Environmental Impact Assessment (EIA). As part of this assessment, a range of measures will be considered throughout the construction phase of the Project to minimise disruption to businesses and their users. These measures will be identified within the Environmental Statement (ES) that will accompany the Development Consent Order (DCO) application.
4.10.283	Request that benefits are contributed to local businesses.	National Grid is keen to highlight the opportunities that exist in our industry and as a result of the Project. On the Norwich to Tilbury Project, we expect to work with our suppliers and contractors as we progress towards the construction phase to highlight employment and supply chain opportunities. We're also extending our Grid for Good programme, now in its second year, and building other partnerships, to deliver training and skills development in the region, to encourage the next generation of green energy workers. In addition, the Government recently ran a consultation seeking views on how community benefits should be delivered for communities that host onshore electricity transmission infrastructure. We will continue to work with the Government and regulator as they define the details of these schemes emerging from the consultation and, once published, will work to understand what this means for our projects.
4.10.284	Suggest that job / employment opportunities should be offered as part of the Project.	National Grid is keen to highlight the roles and opportunities that exist in our industry. On the Norwich to Tilbury Project, we expect to work with our suppliers and contractors as we progress towards the construction phase to highlight employment opportunities. We're also extending our Grid for Good programme, now in its second year, and building other partnerships, to deliver training and skills development in the region, to encourage the next generation of green energy workers.
4.10.285	Suggest that steel produced within Britain is used for the Project.	The construction of the Project will be highly technical and will require specialised contractors with the required expertise and experience, sourced via a competitive tender. This process will also be applied to the supply of materials, including steel, by our specialist contractors. However, National Grid promotes the use of local supply chain and small and medium enterprises (SMEs) through the main construction contractors they employ. We work with schools and local authorities to encourage the next generation of engineers and help the unemployed to develop new skills.

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Environmental Impact		
4.10.286	Concern about the future sustainability of energy (not limited to the Project).	With the move away from large coal fired power generating stations to more numerous onshore and offshore generation sites, the electricity network is now becoming more decentralised. The Government recognises the complexities with balancing supply and demand from renewables generation and securing this flexibility will increasingly come from energy storage systems and interconnected capacities with other electricity markets and consumer/ smart technologies. The Government's Energy White Paper (EWP) states that *'renewables now account for over one third of electricity generation, up from 7% in 2010'.* To meet the predicted doubling in electricity demand by 2050 and the Government's 2050 Net Zero target, the EWP, whilst not planning for a specific technology solution predicts that *'low cost, Net Zero consistent system is likely to be composed predominantly by wind and solar'* but also complementing intermittent renewables with technologies including nuclear and gas with carbon capture and storage.
4.10.287	Concern about the negative impact of the Project on the Green Belt(s).	To connect a new transmission connection into Tilbury Substation it will be necessary to route through the Metropolitan Green Belt. National Grid has considered the effects on the Green Belt and all of the options connecting into Tilbury identified in the Corridor and Preliminary Routeing and Siting Study (CPRSS) would result in new and upgraded infrastructure in the Green Belt. The National Electricity Transmission System (NETS) transports energy from where it is generated to where it is used, in homes, schools, hospitals, businesses, and factories. Electricity networks are an established feature in our landscapes, taking energy across open countryside to towns and cities where it is needed. To ensure the national electricity network can transport energy efficiently there are numerous electricity transmission connections crossing Green Belts. Many of these connections are by way of overhead lines. By their nature, electricity transmission infrastructure (overhead lines) within the Green Belt is inevitable due to the need to transport energy around the country and the need to avoid the most built-up areas around our towns and cities (Holford Rule Supplementary Note 1). Some electricity infrastructure such as overhead lines, are considered to be engineering operations. By the nature of their design, and the sensitive siting, some of this infrastructure such as pylons and conductors may not be considered inappropriate development in the Green Belt as they do not conflict with Green Belt purposes and preserve openness. Although overhead lines may occupy long corridors within Green Belt, they involve little physical change to the land through which they pass and leave a large majority of the land beneath them free from development and therefore open. National Grid will submit a Planning Statement with its Development Consent Order (DCO) application which will assess the impacts of the Norwich to Tilbury Project on the Green Belt.
4.10.288	Concern about the impact of the Project on land drains.	The Project will undertake surveys and engage with landowners to identify existing land drains and understand key drainage routes. Suitable temporary arrangements would be put in place to manage effects on land drainage systems with the potential to be affected by Project construction activities. Following completion of Project construction, land drains would be re-instated or suitable alternative drainage provision would be put in place.
4.10.289	Concern about the impact of the Project on parkland.	Projects of this nature are required to assess the potential environmental impacts of the proposals, and report on those, and set out proposed mitigation, in an Environmental Statement (ES) in accordance with the relevant Environmental Impact Assessment (EIA) Regulations. The EIA starts early in the process and, in that respect, a

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		considerable amount of assessment work has been undertaken to allow preliminary judgements to be made about the design and routeing of the Project. This has been set out in various publications (The Corridor and Preliminary Routeing and Siting Study (CPRSS), published as part of the 2022 non-statutory consultation, the Design Development Report, 2022 Non-Statutory Consultation Feedback Report and Strategic Options Backcheck and Review, published as part of the 2023 non-statutory consultation) with feedback helping shape the preliminary proposals. Further detailed assessment work has been undertaken since the 2023 non-statutory consultation and is published in the Preliminary Environmental Information Report (PEIR) to accompany the statutory consultation stage of the Project. National Grid, through the routeing and siting exercise, has sought to reduce the impact on landscape character and visual amenity. We will continue to consider both landscape character and visual amenity as we develop our proposals and seek to reduce effects where practicable. We will be writing up our Landscape and Visual Impact Assessment (LVIA) that will, in addition to other topic specific assessments, form the latter part of the EIA for the Project. This will include a write-up of an assessment on both landscape character and visual amenity, including consideration of the impacts on any parkland, whether they be direct, such as loss of trees or indirect in terms of impacts on the character of the landscape. Where likely significant effects are anticipated the LVIA will consider and identify areas where it may be necessary and appropriate to put forward potential mitigation as part of an iterative design and assessment process. Historic parks (including Registered Parks and Gardens and non-designated parks) will also be considered as part of the Historic Environment Assessment for the Project. As with the LVIA, this will consider both direct and indirect impacts.
4.10.290	Concern about the impact of the Project on Protected Lanes, ancient paths, ancient lanes, pilgrim ways, pilgrim byways, drovers roads, and bridleways.	Historic routeways will be considered in the Historic Environment Assessment, through consideration of designated Protected Lanes, historic routes identified through historic mapping or through Historic Environment Records. Severance of Public Rights of Way (PRoW) and long distance paths are being assessed in the Socio-economics, Recreation and Tourism assessment. A PRoW Management Strategy will be produced as part of the Construction Traffic Management Plan (CTMP) to manage the temporary closure and diversion where applicable.
4.10.291	Concern that the Project will have a negative impact on other Area of Outstanding Natural Beauty (AONB) such as Suffolk coast and Heaths AONB.	Projects of this nature are required to assess the potential environmental impacts of the proposals, and report on those, and set out proposed mitigation, in an Environmental Statement (ES) in accordance with the relevant Environmental Impact Assessment (EIA) Regulations. The EIA starts early in the process and, in that respect, a considerable amount of assessment work has been undertaken to allow preliminary judgements to be made about the design and routeing of the Project. This has been set out in various publications (The Corridor and Preliminary Routeing and Siting Study (CPRSS), published as part of the 2022 non-statutory consultation, the Design Development Report, 2022 Non-Statutory Consultation Feedback Report and Strategic Options Backcheck and Review, published as part of the 2023 non-statutory consultation) with feedback helping shape the preliminary proposals. Further detailed assessment work has been undertaken since the 2023 non-statutory consultation and is published in the Preliminary Environmental Information Report (PEIR) to accompany the statutory consultation stage of the Project.

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		National Grid, through the routeing and siting exercise, has sought to reduce the impact on landscape character and visual amenity, including reducing impacts on the nationally protected landscapes of the Dedham Vale Area of Outstanding Natural Beauty (AONB) and also the Suffolk Coast and Heaths AONB. We will continue to consider both landscape character and visual amenity as we develop our proposals and seek to reduce effects where practicable. The Project is proposed to cross Dedham Vale AONB by underground cable. At its closest point operational overhead elements of the Project would be approximately 1.3 km away. The Project would not cross Suffolk Coast and Heaths AONB. At its closest point the Project would be approximately 2.4 km to the draft Order Limits and approximately 3.7 km to operational overhead elements from Suffolk Coast and Heaths AONB. As such significant effects are not anticipated. National Grid will be writing up its Landscape and Visual Impact Assessment (LVIA) that will, in addition to other topic specific assessments, form the latter part of the EIA for the Project. This will include a write-up of an assessment on both landscape character and visual amenity and on the AONBs and their special qualities. Where likely significant effects are anticipated the LVIA will consider and identify areas where it may be necessary and appropriate to put forward potential mitigation as part of an iterative design and assessment process.
4.10.292	Concern that the Project will impact designated sites (e.g., Sites of Special Scientific Interest (SSSI), Ancient Woodland and an Royal Society for the Protection of Birds (RSPB) reserve).	Through routeing and siting, National Grid has sought and will continue to reduce as far as practicable impacts on biodiversity and in particular features of high ecological value, such as Sites of Special Scientific Interest (SSSI), Special Protection Areas (SPAs), Ramsar sites and Ancient Woodland. The process of route design takes account of existing biodiversity, the natural environment and, where practicable, seeks to reduce potential impacts on areas of ecological sensitivity, through avoidance or mitigation. The Environmental Impact Assessment (EIA) for the Project will assess the effects on biodiversity (which includes receptors such as SSSIs, SPAs, Ramsar sites and Ancient Woodland) and where necessary will detail mitigation requirements. The assessment methodology has been discussed and agreed with Natural England and the assessment will be presented in the Environmental Statement (ES) or Habitats Regulations Assessment (HRA) depending on potential impact pathways. We will continue to engage with Natural England, the Royal Society for the Protection of Birds (RSPB) and other relevant stakeholders on aspects relating to biodiversity and the natural environment, including appropriate mitigation measures and techniques, and will take their views into account as the Project continues to develop.
4.10.293	Concern that the Project will result in a negative impact on the environment generally (no details given).	Through routeing and siting, National Grid has sought and will continue to reduce as far as practicable impacts on the environment. National Grid is undertaking an Environmental Impact Assessment (EIA) for the Project. The results of this assessment will be provided in the Environmental Statement (ES) that will accompany the Development Consent Order (DCO) application. The ES will identify and assess the likely significant effects on the environment resulting from the construction and operation (and maintenance) of the Project and will recommend appropriate mitigation measures to reduce potential effects. The scope of the EIA is included in the Scoping Report which was submitted to the Planning Inspectorate in November 2022. We will continue to engage with a range of stakeholders (including Statutory Environmental Bodies (SEBs) and relevant Local Planning Authorities (LPAs)) throughout the development of the Project design and environmental assessment work.

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4.10.294	Suggest that areas other than the Area of Outstanding Natural Beauty (AONB) should be protected / Criticism that only the AONB has been considered.	National Policy Statement (NPS) EN-5 states that the Government considers overhead lines to be appropriate and acceptable in most instances, although it recognises that that there may be, at particularly sensitive locations, potential adverse landscape and visual impacts of overhead line infrastructure that make it inconsistent with our duties and relevant planning policy. The Area of Outstanding Natural Beauty (AONB) designation in this section is one such location where there is a presumption that underground cable technology is adopted with the extent of underground cabling extending beyond the boundary in response to the potential for the Project to affect the Natural Beauty of the AONB. Our current proposals include a total of approximately 20 km of underground cable through and in the vicinity of the Dedham Vale AONB, including a section at Great Horkesley to reduce the changes in views and setting of the AONB from within and adjacent to its designated boundary. Underground cabling is also proposed for short section for a 400 kV overhead line crossing near Fairstead and approximately 5 km from just north of the Lower Thames Crossing (LTC) through to Tilbury Substation. Projects of this nature are required to assess the potential environmental impacts of the proposals, and report on those, and set out proposed mitigation, in an Environmental Statement (ES) in accordance with the relevant Environmental Impact Assessment (EIA) Regulations. The EIA starts early in the process and, in that respect, a considerable amount of assessment work has been undertaken to allow preliminary judgements to be made about the design and routeing of the Project. This has been set out in various publications (The Corridor and Preliminary Routeing and Siting Study (CPRSS), published as part of the 2022 non-statutory consultation, the Design Development Report, 2022 Non-Statutory Consultation Feedback Report and Strategic Options Backcheck and Review, published as part of the 2023 non-statutory consultation) with feedback helping shape the preliminary proposals. Further detailed assessment work has been undertaken since the 2023 non-statutory consultation and is published in the Preliminary Environmental Information Report (PEIR) to accompany the statutory consultation stage of the Project. National Grid will be writing up its Landscape and Visual Impact Assessment (LVIA) that will, in addition to other topic specific assessments, form the latter part of the EIA for the Project. This will include a write-up of an assessment on both landscape character and visual amenity. Where likely significant effects are anticipated the LVIA will consider and identify areas where it may be necessary and appropriate to put forward potential mitigation as part of an iterative design and assessment process.
4.10.295	Suggest that consideration is given to the carbon footprint of the Project during operation.	National Grid has set challenging targets to reduce the carbon emissions of our organisation, including a specific commitment to deliver carbon neutral construction by 2025/26. Key to the delivery of this commitment is to measure the carbon footprint of our projects through concept, detailed design and into delivery and construction using a range of best practice carbon tools and data sets. The need for the Project is to support the connection and transfer of green renewable energy into the UK power infrastructure network. The Project would support the UK's net zero target to achieve net zero emissions by 2050 through the connection in East Anglia of new low carbon energy generation and by reinforcing the transmission network. Therefore, the operational, medium to long term benefits of delivering the Project on a national level are considered to outweigh any short-term impacts of greenhouse gas emissions as a result of material use and construction activities.

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4.10.296	Suggest that trenching is carried out to a sufficient depth to avoid lasting impact to the landscape.	National Grid will comply with the relevant guidance and standards. As a minimum, underground cable ducts are typically backfilled with Cement Bound Sand providing 75 mm protective cover over the top of the ducts and then a further 900 mm of retained backfill soil is returned over that.
Financial Compensation		
4.10.297	Concern that the Project will devalue property / impact on property value in this section.	National Grid acknowledges that its proposals may cause concern to landowners. Diminishment of property value known as 'injurious affection' and any other appropriate heads of claim will be considered on an individual basis in accordance with current legislation. We will pursue a voluntary agreement with affected landowners, acquiring rights in accordance with our Land Rights Strategy (the strategy is subject to review). If a voluntary agreement cannot be reached, then the Compulsory Purchase Code allows for a claim of compensation for the loss that property owners may have suffered as a direct result of the retained part of your property ownership being worth less as a direct result of the works. If there are any specific concerns about the devaluation of property National Grid would advise seeking third party advice or alternatively please contact the Project team: Norwich-Tilbury@fishergerman.co.uk or by calling us on Freephone 0808 175 3314. Alternatively, you can write to Norwich to Tilbury Land Team, Fisher German, The Atrium, Risby Business Park, Newmarket Road, Risby, Bury St Edmunds, IP28 6RD.
4.10.298	Concerned that no rates have been proposed for payment of landowner's time in association with the Project.	If landowners have any concerns regarding compensation for their time associated with the Project they should get in contact with the Project's lands team where this can be discussed and agreed: Norwich-Tilbury@fishergerman.co.uk or by calling us on Freephone 0808 175 3314. Alternatively, you can write to Norwich to Tilbury Land Team, Fisher German, The Atrium, Risby Business Park, Newmarket Road, Risby, Bury St Edmunds, IP28 6RD
4.10.299	Query regarding whether compensation will be paid in accordance with the Compensation Code?	Yes, National Grid does compensate in accordance with the Compensation Code.
4.10.300	Request for adequate financial compensation / suggest that impacted individuals need to be compensate.	All affected landowners will be compensated for any temporary/permanent losses, and this will be dealt with on a case-by-case basis. If there are any specific concerns requiring compensation and how it will be assessed, please contact the Project team: Norwich-Tilbury@fishergerman.co.uk or by calling us on Freephone 0808 175 3314. Alternatively, you can write to Norwich to Tilbury Land Team, Fisher German, The Atrium, Risby Business Park, Newmarket Road, Risby, Bury St Edmunds, IP28 6RD

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		Additionally, we await details of how Government intends to implement its proposals for those living in close proximity to new electricity infrastructure.
Health, Safety and Wellbeing		
4.10.301	Concern about the construction and maintenance of the Project for workers / operatives.	Any form of construction has built in risk associated with different activities. All National Grid contractors undertake risk assessments and follow safe systems of work as per the specific Method Statement, regardless of technology type being constructed, which in turn will be independently reviewed by National Grid. This Risk Assessment and Method Statement (RAMS) will follow industry standard practice.
4.10.302	Concern about health risks associated with overhead lines (e.g., Electric and Magnetic Fields (EMFs), Cancer) / physical health risks associated with the Project.	The UK has a carefully thought-out set of policies for protecting us all against Electric and Magnetic Fields (EMFs), the main component of which is exposure guidelines. Those exposure guidelines are set by independent scientific bodies and are based on decades-long studies into the effects of EMFs and ill health. After those decades of research, the weight of evidence is against there being any health risks of EMFs below the guideline limits. These policies are incorporated into the decision-making process for development consent in National Policy Statement (NPS) EN-5. All the equipment which forms part of this Project, will be fully compliant with these polices, set to protect everyone. This will be fully and publicly documented in the Development Consent Order (DCO) submission.
4.10.303	Concern about the safety risks to the public associated with heavy construction vehicles and machinery on local road infrastructure (e.g., as roads are not suitable).	The construction of the Project will be highly technical and will require specialised contractors with the required expertise and experience, sourced via a competitive tender. However, National Grid promotes the use of local supply chain and small and medium enterprises (SMEs) through the main construction contractors they employ. Any form of construction has built in risk associated with different activities. All our contractors undertake risk assessments and follow safe systems of work as per the specific Method Statement, regardless of technology type being constructed, which in turn will be independently reviewed by National Grid. This Risk Assessment and Method Statement (RAMS) will follow industry standard practice. The development of the access methodology has considered local road networks and sought to achieve the balance of minimising the use of local road networks and the installation of temporary haul roads for the works to be accessed from. This detail will be presented at the 2024 statutory consultation.
4.10.304	Concern about that the Project may aggravate existing tinnitus (e.g., due to noise of overhead lines).	National Grid understands that some individuals can be more sensitive to noise than others, including those with tinnitus. The proposed 'triple Araucaria' conductor design is a relatively quiet conductor that National Grid uses for overhead lines operating at 400 kV. While noise from the overhead line may be audible when near the line and under certain weather conditions, noise levels would be low and such that we do not expect conditions such as tinnitus would be aggravated by the Project.
4.10.305	Concern about the impact of the Project on healthcare services during construction (e.g. capacity of healthcare services to meet the needs of the temporary workforce / Increased noise and	Health and Wellbeing, Socio-economic, Air Quality, Noise and Vibration and Cumulative Impact Assessments are being prepared and will be presented in the Environmental Statement (ES) that will accompany the application for development consent. The Health and Wellbeing assessment will summarise the findings of other assessments in the event they identify likely significant effects on human health receptors. It will provide a brief commentary on those that may be affected by diversions or capacity changes, including how changes are communicated and alternatives are equitable, in

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	worsened air quality / Temporary road closures interrupting routes to and between healthcare premises including general practitioner (GP) surgeries and hospitals) and operation (e.g. Permanent alterations to the highway network changing routes to and between healthcare premises including GP surgeries and hospitals), including cumulative impact of the Project and other local projects (e.g. A12 widening / Lower Thames Crossing (LTC)).	relation to how this would influence access to health services/resources and/or opportunity for healthy choices (social, economic, bio-physical and behaviours).
4.10.306	Concern about the impact of the Project on the operation of emergency services (e.g. Ambulance, Police, Private Ambulance providers, Military, volunteer Ambulance Services such as St John Ambulance and British Red Cross, and local Fire and Rescue Services), such as through construction impacts (e.g. road closures), and concern that the Project is likely to adversely affect emergency services (e.g. East of England Ambulance Service Trust (EEAST)) ability to meet and deliver its targets and priorities (statutory duties) as a key healthcare and emergency services (social infrastructure) provider.	Access and egress routes from the existing highways along with haul road routes are all currently under development whilst considering vehicle types and numbers of movement following the permanent assets feedback from the 2023 non-statutory consultation. Traffic management details will be presented as part of the 2024 statutory consultation.

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4.10.307	Concern about the impact of wildfires and crop fires on pylons, overhead lines and underground cables (e.g., need for repairs), and concern about whether overhead lines and underground cables can cause wildfires and crop fires (e.g. in the event of a fault / lightning strike).	National Grid has thousands of kilometres of overhead lines, underground cables and supporting infrastructure such as Cable Sealing End (CSE) compounds. We have well established and standardised practices to undertake maintenance works as outlined above. By the implementation and adherence to such practices, cost and time efficiencies across the network have been identified and maximised where practicable. The typical lifespan of an overhead line and the underground cable elements of a Project would be approximately 40 years, depending on use and location. Maintenance inspections of overhead line routes are typically undertaken using a helicopter or small aircraft to monitor their condition on an annual basis. Additionally, thermal images are taken every six to eight years, which capture high definition imagery of each pylon and allows for a detailed assessment of the condition of the pylon. To supplement the aerial photography and inspections, routine ground level walking inspections are also undertaken. The CSE compounds would contain equipment that can be accessed remotely to monitor the condition of the cabling. Concerns about wildfires are noted, however based on the rigorous maintenance regime and embedded system protection mechanisms, National Grid considers the risk to be very low.
4.10.308	Concern that the Project may result in a negative impact on mental health / health and wellbeing.	National Grid recognises people may have concerns about the health effects of living close to an overhead line, and that the uncertainty whilst the proposals are developed may cause anxiety. We have sought to reduce potential effects on communities and residents through routeing and design. We have also sought to reduce concern or uncertainty about the proposals through making timely design decisions and engaging with the people and stakeholders throughout the development of the Project. The Project team will continue to engage with people potentially affected during the development of the Project, through regular communication including letters, phone calls and meetings. This will enable concerns to be raised and discussed at an early opportunity and provide a regular point of contact to respond to queries and concerns. We urge anyone with concerns to get in touch through the Norwich to Tilbury Freephone number, address or email throughout the development of the Project: • **Call our Community Helpline:** 0800 915 2497 (Lines are open Monday to Friday 9am-5:30pm) • **Email us:** contact@n-t.nationalgrid.com • **Write to us:** FREEPOST N TO T (No stamp or further address details are required) The UK has a carefully thought-out set of policies for protecting us all against Electric and Magnetic Fields (EMFs), the main component of which is exposure guidelines. Those exposure guidelines are set by independent scientific bodies and are based on decades-long studies into the effects of EMFs and ill health. After those decades of research, the weight of evidence is against there being any health risks of EMFs below the guideline limits. These policies are incorporated into the decision-making process for development consent in National Policy Statement (NPS) EN-5. It is National Grid's policy to ensure that all of its equipment comply fully with those exposure limits. Our approach is to ensure that all our equipment complies with the policies, which are set by Government on the advice of their independent advisors. The proposed overhead lines, underground cables and substation will be

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		designed to ensure they are fully compliant with these policies and guidelines. This ensures that health concerns relating to EMFs are properly and adequately addressed.
4.10.309	Concern that the siting of overhead lines presents a risk to light aircrafts in the area.	Our review of airfields within 4 km of the preferred corridor identified 10 General Aviation (GA) sites, one military site (Wattisham Flying Station) and the Mid and South Essex National Health Service (NHS) Broomfield Hospital which receives helicopters from a helipad on the roof of the main hospital building. We have also considered other airfields and flight activities where these have been identified through the 2022 and 2023 non-statutory consultations including for ballooning and for model flying. As well as considering feedback, National Grid's aviation advisers (an independent aviation consultancy) have directly engaged with these parties. A number of route alignment and pylon positioning changes have been made following consideration of feedback and in all but one case the assessment concludes that the airfields can continue to operate. In the remaining case of a private airstrip near Little Burstead we continue to liaise with the operator to identify an appropriate solution. Specifically in respect of Wattisham Flying Station our proposals position the alignment onto relatively lower ground (to remove the potential for interference with Instrument Landing System (ILS) radar) and adopt an alignment closer to the existing 132 kV overhead line and include replacing part of the 132 kV line south of Offton by underground cable to avoid a new overhead line corridor being introduced. We will continue to engage with relevant parties as appropriate throughout the project development process.
4.10.310	Concerns about health and safety where agricultural workers come into contact with overhead lines.	The overhead line as per the proposed development is designed to meet industry standards and National Grid technical specifications, guidelines and requirements. The pylon heights proposed are sufficient to maintain the relevant electrical clearances required (which vary subject what is being crossed).
4.10.311	Criticism that no equalities assessment has taken place.	As part of the ongoing work to understand the impacts of a Project of this nature, National Grid will ensure due regard is given to the requirements of the Equality Act 2010 and the need to understand how people with protected characteristics may be impacted differently as a result of the Project. National Grid has been closely monitoring feedback received from non-statutory consultation. As the Project design is progressed, further consideration will be given to potential equalities impacts through the Environmental Impact Assessment process, with specific reference within the Health and Wellbeing and Socio-economic, Recreation and Tourism assessments.
4.10.312	Suggest that onsite testing of electromagnetic fields should be carried out before, during and after construction to reassure residents (regarding health impacts).	In the UK, there are exposure limits in place to protect against electric and magnetic field (EMF) exposure. These exposure limits have been set by an independent authoritative scientific body who carefully review all science around magnetic fields and health. After decades of research into EMF and health there are no established health effects below the exposure limits. National Grid will ensure that all overhead lines comply with those exposure limits, which again will be publicly available as part of the Development Consent Order (DCO) process. Compliance is determined by calculations of the EMF according to a Code of Practice set by Government. These calculations have been validated against measurements, and the Government guidance provides details of how these calculations are performed, which we follow.

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		If individuals have specific concerns around EMFs, our EMF helpline (emfhelpline@nationalgrid.com or 0845 7023270) can be contacted and where necessary measurements can be taken to reassure.
4.10.313	Suggest the establishment of a community safety, health and wellbeing group.	National Grid notes the suggestion. While National Grid has no plans to set up a specific group to look at these issues, throughout the design process, National Grid has engaged and consulted with a range of bodies responsible for community health, safety and well-being, including local authorities, National Health Service Trusts, and both the police and fire and rescue services. These bodies will be consulted again at statutory consultation.
4.10.314	Suggests that National Grid should have plans in place for facilitating emergency access on site (e.g., on-site triage, medical assessment, patient identification, stabilisation, clinical information, helicopter access).	Access and egress routes from the existing highways along with haul road routes are all currently under development while considering vehicle types and numbers of movement following the permanent assets feedback from the 2023 non-statutory consultation. Traffic management details, including for emergency access on site, will be presented as part of the application for development consent.
Heritage		
4.10.315	Concern about archaeological impacts (including impacts on sites of significance).	Through routeing and siting National Grid has sought and will continue to reduce as far as practicable potential impacts on the historic environment. We will be writing up our Historic Environment Assessment which will form part of the Environmental Impact Assessment (EIA) and will identify likely significant effects on archaeological sites. To inform this assessment, we are undertaking desk-based assessment and a suite of archaeological surveys to understand the baseline historic environment and refine the Project design further. We will continue to engage with Historic England and relevant Local Planning Authorities (LPAs) on aspects relating to heritage, including appropriate mitigation measures and techniques and to take their views into account as the Project continues to develop.
4.10.316	Concern about the negative impact on heritage buildings / listed buildings / historical site and suggest that the Project is routed away from or not located at heritage buildings / listed buildings / historical sites.	Through routeing and siting National Grid has sought to and will continue to reduce as far as practicable potential impacts on the historic environment, including listed buildings and known heritage assets. If potential impacts on the historic environment are identified, we will explore a range of mitigation measures such as careful siting of pylons and screening (both new and existing) to reduce potential impacts where practicable. This will be presented within the Historic Environment Assessment which will be written up and will form part of the Environmental Impact Assessment (EIA) for the Project. We will continue to engage with Historic England and relevant Local Planning Authorities (LPAs) on aspects relating to heritage, including appropriate mitigation measures and techniques and will take their views into account as the Project continues to develop.
4.10.317	Concern over the effects of the Project on Round-Tower Churches (30 of them are near the purple swathe).	Setting assessments will be undertaken for all designated heritage assets and specifically identified non-designated heritage assets within the Study Areas for the Project. The setting assessment will inform the Historic Environment Environmental Impact Assessment and be used to inform ongoing design development.

Ref no.	Summary of matters raised	National Grid's response
Information		
4.10.318	Suggest that the approach taken to the underground cables for Sea Link are considered for this Project.	Subsea options have been considered for this Project. These are described in the 2023 Strategic Options Backcheck and Review (SOBR) and the updated 2024 SOBR which has been published to support the 2024 statutory consultation.
Mitigation		
4.10.319	Criticism of mitigation plans / measures.	National Grid is undertaking an Environmental Impact Assessment (EIA). The results of this assessment will be provided in the Environmental Statement (ES) that will accompany the application for development consent. The ES will identify and assess the likely significant effects on the environment resulting from the construction and operation of the Project and will recommend appropriate mitigation measures to reduce potential effects. The scope of the EIA is included in the Scoping Report which was submitted to the Planning Inspectorate in November 2022. We will continue to engage with a range of stakeholders (including Statutory Environmental Bodies (SEBs) and relevant Local Planning Authorities (LPAs)) throughout the development of the Project design and environmental assessment work.
4.10.320	Suggest mitigation measures (e.g., through planting and screening measures/ replanting / rewilding / habitats replacement).	Through the routeing and siting exercise, National Grid has sought to, and will continue to seek to maximise the use of existing landform and vegetation to screen and filter views of the Project as far as practicable as it passes through the wider landscape. Where new infrastructure is required as part of the Project and the Environmental Impact Assessment (EIA) concludes that additional mitigation would be appropriate, measures to reduce effects can include the use of underground cables in the areas of highest amenity value (e.g. the Dedham Vale Area of Outstanding Natural Beauty (AONB)), sympathetic siting of infrastructure including substations, Cable Sealing End (CSE) compounds and pylons, and where necessary a range of mitigation planting for the purpose of softening and screening. The Environment Act 2021 introduces a mandatory requirement for 10% Biodiversity Net Gain (BNG) for new Development Consent Order (DCO) developments (which is not yet in force). We have committed to deliver Net Gain of at least 10% or greater in environmental value (including BNG) on all construction projects. The Net Gain target for the Project is currently voluntary and aligned with our corporate sustainability commitment. As well as seeking to avoid and minimise impacts to nature, the Project will consider the land required for mitigation, compensation and enhancement that can deliver BNG and wider environmental benefits, which will be identified as the Project design develops. This may require delivery of offsite Biodiversity Units via habitat creation or enhancement actions in strategic areas, and we will consider all options that are available to us.
4.10.321	Suggest that the Project's interaction with private water supplies is carefully managed whilst laying underground cables.	In planning the Project, National Grid considers all existing utilities and agree interface and mitigation arrangements (where required) with their owners. We also consider any such future installations where planning applications are in the system and likewise as part of the consultation process we contact all third party utility providers in the area. If there are known private water supplies in the area of the Project, we would encourage those details be shared with the land agents or via our consultation feedback process in as much detail as possible to allow these to be taken into account as part of the design development process.

Ref no.	Summary of matters raised	National Grid's response
Needs Case		
4.10.322	Criticism of Government green agenda / policy.	The Government, in its Energy White Paper (EWP), states its ambition to achieve Net Zero emissions by 2050 whilst meeting a large increase in future demand (potentially doubling by 2050). To achieve this the EWP has outlined a plan to increase energy from offshore wind to 40 GW by 2030 (target increased to 50 GW in April 2022) although it is recognised that whilst a low cost, Net Zero consistent system is likely to be composed predominantly by wind and solar it also likely to require complementing intermittent renewables with technologies including nuclear and gas with carbon capture and storage. Under its transmission licence, National Grid has a statutory duty to respond to generation customers wanting to connect to the transmission network, whether this be for wind, solar, nuclear, tidal or from other forms of generation.
4.10.323	Criticism of needs case for the Project (including following cancellation of Vattenfall).	National Grid has a statutory duty to facilitate new connections and maintain a safe National Electricity Transmission System (NETS). The Project would facilitate the connection agreements that are in place with two offshore wind farm projects and an interconnector Project based on their connection into a new East Anglia Connection Node (EACN) substation. The Project will also reinforce the local transmission network which currently does not have the capacity needed to reliably and securely transport all the energy that is likely to be connected in the future – driven by the Government's plan to increase offshore wind from the current 8.5 GW to 50 GW by 2030 to meet the increased demand. The needs case is reviewed at each critical stage of the Project and without a robust demonstrable need the Project would be revised or fall away. Currently the contracted generation supported by Future Energy Scenarios (FES) show a clear need for the Project.
4.10.324	Oppose the needs case for the Project as a new design innovation has been secured under a patent registration (detailed provided).	National Grid is aware of the Patent GB1916421.9, however this does not offer a current alternative design which is secure and type-tested for use on projects such as Norwich to Tilbury. We will continue to monitor innovation and development in the industry and will backcheck and review our proposals if and when opportunities become available in the timescales required for this Project.
4.10.325	Oppose the Project (generally).	National Grid has a statutory duty to facilitate new connections and maintain a safe National Electricity Transmission System (NETS). The Project would facilitate the connection agreements that are in place with two offshore wind farm projects and an interconnector Project based on their connection into a new East Anglia Connection Node (EACN) substation. The Project will also reinforce the local transmission network which currently does not have the capacity needed to reliably and securely transport all the energy that is likely to be connected in the future – driven by the Government's plan to increase offshore wind from the current 8.5 GW to 50 GW by 2030 to meet the increased demand. The needs case is reviewed at each critical stage of the Project and without a robust demonstrable need the Project would be revised or fall away. Currently the contracted generation supported by Future Energy Scenarios (FES) show a clear need for the Project.

Ref no.	Summary of matters raised	National Grid's response
Project Finance / Costs		
4.10.326	Concern about the cost to the consumer for financing the Project.	National Grid is funded by a price control mechanism which is agreed with and set by the Office of Gas and Electricity Markets (Ofgem). We pay up front the many millions of pounds it costs to build a new power transmission line. The cost is then gradually passed on to customers through their electricity bills over the next 40 years or so. The funding for these up-front costs comes from our shareholders and the institutions that lend us money. Across all our investments in our vital infrastructure, this amounts to many billions of pounds. They invest in us because they expect that we will make a sufficient profit to provide an appropriate return on their investment and eventually pay them back. This brings a major benefit to electricity bill payers as it allows the recovery of the cost of our investment to be spread out over many years, rather than having a spike in electricity bills when we build a large new transmission connection. In response to a request by Essex County Council on behalf of all host Local Planning Authorities (LPAs), we agreed to fund an independent review of cost options.
4.10.327	Concern regarding the cost of wayleaves for the Project.	National Grid no longer uses annual wayleave payments for new infrastructure and instead uses permanent easement payments. For overhead lines these payments are per pylon and for underground cables the payments are based on square meterage. More information on these payments can be seen in the *'Payment schedule for new electricity transmission assets'* document which can be found on the Project website, nationalgrid.com/electricity-transmission/network-and-infrastructure/infrastructure-projects/norwich-to-tilbury/information-for-landowners
4.10.328	Criticism of the costings provided for different options by National Grid for the consultation (e.g., costings presented for offshore / access track cost has not been included / mitigation costs not included) / Request for transparent costings.	Construction costs are included in the overall estimated costs of each strategic option. This is set out in the Strategic Options Backcheck and Review (SOBR) document. This document is updated periodically and takes account any new cost or technology information, for instance along with any other changes in the planning and regulatory framework. Where the cost of more minor elements of each strategic option are unlikely to distinguish between options, these are not necessarily included.
4.10.329	Criticism that impact on property value has not been included in the costings provided for different options by National Grid for the consultation (including cumulative costs of legal fees).	National Grid is promoting what is termed a 'Nationally Significant Infrastructure Project' (NSIP). The process by which the Project must progress through the planning process is set out in the Planning Act 2008 and associated guidance. In addition, the potential impacts of the proposal are required to be assessed under environmental impact assessment regulations and legislation. There is no requirement for a potential effect on property prices to be assessed or be included in the costing of options.
4.10.330	Criticism that too much weight has been given to keeping the cost of the Project low /	Cost is one of the factors that needs to be considered in making decisions on the Project as guided by our duties under the Electricity Act 1989.

Ref no.	Summary of matters raised	National Grid's response
	criticism that National Grid have gone with the cheapest option.	The relevant National Policy Statement (NPS) is EN-5 which makes it clear that the Government considers overhead lines to be appropriate and acceptable in most instances. However, the Government is aware that overhead lines may not be appropriate in particularly sensitive areas. The process of appraising different identified options is undertaken using guidance (National Grid's Approach to Consenting). Its aim is to ensure that decisions regarding the scheme design (route, location, or technology option) are based on a full understanding and balance of the technical, socio-economic, environmental, and cost implications of each option. Once all identified options have been appraised, the option or options that best meet National Grid statutory duties and obligations are selected as the preferred option or options. These duties include balancing the need to be economic and efficient, which includes keeping costs down in the interests of the bill-paying consumers to whom the costs are eventually passed, with a duty to have regard to preserving amenity, which includes the natural environment, cultural heritage, landscape, and visual quality. The consideration of cost within the decision-making process is therefore one of our statutory duties and is not something that we could make representation to the Office of Gas and Electricity Markets (Ofgem) to waive.
4.10.331	Has environmental impact been accounted for in the costings for the Project?	National Grid has a statutory duty to develop and maintain a safe, efficient coordinated and economical network. The financial impact of a project is therefore a part of the appraisal process. The differences in cost between options can often be extremely large, especially when different technologies are being considered (e.g., an overhead line vs underground cables) as well as the length of the connection. It is therefore important to factor this into any decision we make about which option we choose. We prepare a cost estimate for each option, based on broad assumptions regarding the technology to be used and the likely length of scale of the scheme. We explain how we have done this, and which unit cost estimates we have used in the relevant report for that stage of the process, for example, Strategic Options Report, Corridor and Preliminary Routeing and Siting Study (CPRSS). The cost estimates we produce for new infrastructure include not only the total cost of construction/installation but also the lifetime operation and maintenance costs. We take account of relevant recent information on costs and use a net present value (NPV) discount rate consistent with our lifetime cost calculations. We include the completion of environmental assessments and identification of appropriate mitigation for residual environmental impacts within the cost estimate for each project.
4.10.332	Queries relating to costs for construction materials (e.g., Have you taken into account the environmental impact of importing so much steel and the true costs of construction? / How much steel will be required for the pylons? (regarding increases in prices for steel) / How much concrete will be required? (regarding	National Grid works with a range of contractors to procure construction related materials such as steel for the construction of pylons for major infrastructure projects. The sourcing of these materials typically occurs when the principal construction contractor is appointed by National Grid. The appointed construction contractor will determine how much material is required and source materials that ultimately meet required technical specification, are at the current market rate and can be delivered as per the construction programme.

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	cost) / How much will diesel for construction machinery cost?)	
4.10.333	Request for information about the costs of T-pylons.	Consideration of the T-pylon, including cost, is set out in in Appendix C of the Design Development Report, published as part of the 2024 statutory consultation.
4.10.334	Suggest that the whole lifecycle cost of the Project is kept as low as possible.	National Grid is funded by a price control mechanism which is agreed with and set by the Office of Gas and Electricity Markets (Ofgem). We pay up front the many millions of pounds it costs to build a new power transmission line. The cost is then gradually passed to customers through their electricity bills over the next 40 years or so. The funding for these up-front costs comes from our shareholders and the institutions that lend us money. Across all our investments in our vital infrastructure, this amounts to many billions of pounds. They invest in us because they expect that we will make a sufficient profit to provide an appropriate return on their investment and eventually pay them back. This brings a major benefit to electricity bill payers as it allows the recovery of the cost of our investment to be spread out over many years, rather than having a spike in electricity bills when we build a large new transmission connection. As part of this regulatory framework we have to demonstrate to the regulator that the Project is offering value for money for the bill payer. The work put in to assess the different options available for this Project including the whole life costs was set out in the 2023 Strategic Options Backcheck and Review (SOBR) document which is available still through the Project webpage and was available at the consultation events in paper form during the 2023 non-statutory consultation.
4.10.335	Suggests that additional payment be made to landowners facilitating surveys as the initial payment of £500 is not sufficient to cover time and/or damage and/or tangible loss to business.	The £500 payment made in advance of surveys is in the form of 'advanced compensation' and is not an access payment. If any disturbance, loss or damage is caused in excess of this payment then National Grid will compensate accordingly on submission of a valid claim.
Project History		
4.10.336	Need to ensure that the Project is sustainable for future generations.	The Project is one of several essential network reinforcements needed to deliver on the UK's Net Zero target – without it, cleaner, greener energy generated offshore would not be able to be transported to homes and businesses across the country. To meet the predicted doubling in electricity demand by 2050 and the Government's 2050 Net Zero target, the Government's Energy White Paper (EWP), whilst not planning for a specific technology solution, predicts that *'a low cost, Net Zero consistent system is likely to be composed predominantly by wind and solar'* but also complementing intermittent renewables with technologies including nuclear. This mix of energy production is considered to provide a more sustainable approach in line with the United Nations (UN) Sustainable Development Goals (SDGs) and would be facilitated by this Project.

Ref no.	Summary of matters raised	National Grid's response
Public Rights of Way (PRoW)		
4.10.337	Concern about the negative impact on Public Rights of Way (PRoW).	Through routeing and siting, National Grid has sought to and will continue to reduce, as far as practicable, impacts and disruption to Public Rights of Way (PRoW). The iterative process of route design has identified the existing PRoW network and their wider connectivity and sought where practicable to reduce and where possible remove impacts to PRoW. If mitigation is required, measures may include the temporary closure of PRoW during the construction phase, and where practicable a diversion to allow for the continued use and movement of the wider PRoW network. Effects on PRoW will be mitigated where possible, maintaining access where practicable, with closures as a last resort. We will continue to engage with relevant stakeholders on the PRoW network to enable feedback and input to be considered as the Project develops. A PRoW Management Strategy will be prepared as part of the Outline Code of Construction Practice (CoCP) and submitted with the Development Consent Order (DCO) application.
4.10.338	Suggest mitigation measures for Public Rights of Way (PRoW).	Through routeing and siting, National Grid has sought to and will continue to reduce, as far as practicable, impacts and disruption to Public Rights of Way (PRoW). The iterative process of route design has identified the existing PRoW network and their wider connectivity and sought where practicable to reduce and where possible remove impacts to PRoW. In the event that mitigation is required, measures may include, the temporary closure of PRoW during the construction phase, and where practicable a diversion to allow for the continued use and movement of the wider PRoW network. Effects on PRoW will be mitigated where possible, maintaining access where practicable, with closures as a last resort. National Grid will continue to engage with relevant stakeholders on the PRoW network to enable feedback and input to be considered as the Project develops. A PRoW Management Strategy will be prepared as part of the Outline Code of Construction Practice (CoCP) and submitted with the Development Consent Order (DCO) application.
Question		
4.10.339	Queries regarding construction for underground cables (If it is Horizontal Directional Drilling (HDD), will construction swathe will increase to c. 150 m wide? / What is the expected construction corridor for open trenching? / If so, what protection will be afforded to the root systems and underground habitats of the woodland? / Which approach	Horizontal Directional Drilling (HDD) is a form of trenchless underground cable installation for which the general construction swathe for a double circuit corridor would be typically 230 m compared with open trenching which would be typically 120 m. Note the overall working corridor will increase in places to allow for permanent and temporary works associated with the Project. Where crossing under woodlands with HDD, environmental assessments would be undertaken to ascertain the species present and determine likely root depths. The HDD will then be designed to pass at a depth which will not affect the future growth of the woodland. The preferred method of underground cable installation is open cut trenching with ducts. Trenchless technologies will be used where constraints are encountered, and engineering/environmental assessments prefer such. Following feedback received from the 2023 non-statutory consultation, details of the permanent assets including the technologies and their component locations have been reviewed and will be presented as part of the 2024 statutory consultation.

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	to undergrounding will be used? Is it likely to be a combination of HDD and open trenching? If so in which areas on Langham Hall Estate will each approach be used? Which of the following cable installation methods does National Grid expect to use: - direct buried cables; - direct buried cable installation; - ducted method; - surface troughs; - deep bore tunnels; or - cut and cover tunnels? Which of the following components of underground cable systems will feature as part of the route (across Langham Hall Estate): - cable Sealing End (CSE) compounds; - joint bays; - stop joints; - water cooling; or - reactive compensation? How far apart will each cable be? How deep will they be buried, if using HDD what depth are you able to drill to? How far will you be able to drill, without surfacing? (e.g., max distance of 700 m?) What are the dimensions of the easement strip, haul road and the full construction working width?	Details of underground cable installation techniques and locations will be presented as part of the 2024 statutory consultation. Typically, underground cables will be installed within six trenches, these will be arranged as three trenches either side of a temporary haul road. Each trench contains three underground cables. Each trench would typically be 2 m wide at the base and be spaced 5 m apart from the next, this however may become wider depending upon the existing soil characteristics or where underground cables are required to be installed deeper to allow for sufficient heat dissipation and prevent thermal overloads. Typically, the permanent asset swathe when left is 51 m wide, however this may deviate over short sections to overcome constraints and will be subject to further engineering review following surveys. When installing underground cables by means of open trench technique, ducts will be installed with a typical cover of 975 mm. The depth of HDD is always kept to a minimum as the deeper the underground cable installation, the wider the underground cables are laid; therefore, the driving factor of the HDD depth will be the constraint to be avoided. For practical engineering reasons National Grid tends to try and keep all HDD within a 10 m maximum depth otherwise greater complexities in engineering arise. Generally, drilling is undertaken in 300 to 350 m shot lengths, they can be greater (subject to suitable ground conditions and corridor width) but again longer lengths introduce further complexities. Access and egress routes from the existing highways along with haul road routes are all currently under development while considering vehicle types and numbers of movement following the permanent assets feedback from the 2023 non-statutory consultation. Traffic management details will be presented as part of the 2024 statutory consultation. We will be writing up our noise and vibration assessment that will form part of the Environmental Impact Assessment (EIA) for the Project. Noise levels and the effect on residential properties as well as other sensitive areas, such as hospitals and schools are carefully considered during Project development, assessed according to the appropriate UK standards, and mitigated where necessary.

Ref no.	Summary of matters raised	National Grid's response
	How will you gain access to the corridor where there are no appropriate access routes via existing roads/tracks etc? What machinery and how many (specifically) will be used when open trenching and/or directional drilling? How many movements each day across the site, onto and off the site do you expect during works and by what types of vehicle? What levels of noise should we expect during construction?)	
4.10.340	Has National Grid commissioned independent studies on the longer-term impact of underground cabling on ground condition, fertility? If so, please would it share these studies/reports? If it has not commissioned any reports of this nature, why has it not?	National Grid has not commissioned an independent study at this point but is in the process of carrying out survey works which also includes agricultural soil classification surveys at specific locations along the 2024 preferred draft alignment. National Grid, will work with all affected landowners taking in to account their farming practises, soil management and implement mitigation where applicable. You can find more information on National Grid's construction best practice for underground cables and overhead lines on the Project website.
4.10.341	How is construction undertaken where the route passes over a road? (e.g., on agricultural land, the cables would be laid along the ground before being pulled up to the two pylons at either end but is this the case over a road?)	Third party assets like roads and rail will need to be crossed. The process for installing the line would be for scaffold to be erected either side of the road, and then a net erected over the road between the two scaffold structures. At the same time this is installed, bonds (the term for the rope / cable used to pull the individual conductors) would be pulled across that would then be used to pull the new conductor in to place over the scaffold. The process of erecting the scaffold and netting has minimal impact to the flow of traffic and is a common occurrence on our refurbishment projects when replacing the conductors on existing routes.
4.10.342	How many acres of agricultural land will be taken out of production to enable the Scheme?	As the Project design is not yet final, National Grid is unable to confirm the number of acres of agricultural land that will be temporarily or permanently impacted. After our statutory consultation and following receipt of further feedback we will finalise the design and then we will be able to confirm this.

Ref no.	Summary of matters raised	National Grid's response
4.10.343	Queries regarding North Falls and Five Estuaries (e.g., Has National Grid offered North Falls and Five Estuaries an offshore connection? / Is National Grid obliged to offer North Falls and Five Estuaries an offshore connection option? / Would an offshore connection to North Falls remove the need for a substation at Ardleigh and therefore the proposed undergrounding through the Area of Outstanding Natural Beauty (AONB)? / Is National Grid able (Does it have the necessary expertise / resources?) to do so, and if not, why not?)	The connection process for offshore wind farms is set out by Government and applied by the Electricity System Operator (ESO). The Connection and Infrastructure Options Note (CION) process is an optioneering process to identify the overall economic and efficient connection option. It provides a clear, transparent, repeatable and non-discriminatory process to ensure all relevant developers are treated in a consistent manner. This optioneering process involves Developers, Transmission Owners (TOs) and ESO and takes place both pre-offer and post-signature as further explained within this note. The output of the CION process is recorded in the CION and this informs the offer to the developer and specifically the works to be provided for in accordance with the Connection and Use of System Code (CUSC) and System Operator Transmission Owner Code (STC). There is also a contracted interconnector proposed to connect into the East Anglia Connection Node (EACN) substation which is also driving the need for this substation as currently proposed. Therefore, if the offshore wind farms currently proposed to connect into the EACN substation were to connect elsewhere, the EACN substation and the currently proposed routeing to it, would still be required. National Grid does have expertise in designing and constructing offshore connections. For instance, it has constructed several offshore connections such as the Western Link, Scotland to England interconnector and is proposing several other offshore reinforcements including Sea Link, an offshore connection between Sizewell and Kent.
4.10.344	Query regarding the whole life carbon impact of the Project compared with the whole life carbon impact of an offshore route.	The whole life carbon impact of either an onshore solution or offshore solution has not been assessed as it is not considered to be a distinguishing factor when comparing options. The Project is proposed to connect very significant amounts of low carbon and renewable energy to minimise the carbon impact through decarbonisation of the UK.
4.10.345	Query regarding what date National Grid will confirm the proposed approach to undergrounding (e.g., Horizontal Directional Drilling (HDD) or open trenching)?	Details of where trenchless (such as Horizontal Directional Drilling (HDD)) and open trench excavation methods are preferred will be presented as part of the 2024 statutory consultation.
4.10.346	Query regarding what impact does Local Wildlife Sites and the presence of endangered/protected species within the Project boundaries and/or adjacent to the proposed route have on National Grid's decision and	The presence of local wildlife sites and protected species, both within the Project's boundary and adjacent, are considerations in routeing. The alignment and positioning of proposed infrastructure seek to reduce ecological impact where practicable. However, the ability to adequately mitigate any potential impact on a local wildlife site and/or a protected species is also taken into consideration given that routeing decisions are made in light of the potential effects on different environmental features and receptors.

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	ability to proceed with the proposed route?	
4.10.347	Query regarding what impact does the proposed undergrounding have on adjacent mature woodland root systems, and what root protection is proposed?	British Standard BS5837:2012 and the National Joint Utilities Group Volume 4 both provide guidance on calculating root protection areas and mitigation measures. Methods of tree protection will be referenced within the Arboricultural Impact Assessment Report and made available at detailed design to ensure trees outside the working corridor are protected (both above and below ground).
4.10.348	Query regarding whether a combination of T-pylons and lattice tower pylons can be used for the Project (e.g., if someone close to a pylon prefers the T-pylon and someone further along the line prefers the standard lattice pylon, will National Grid be using both?)	The 2024 preferred draft alignment reflects the use of standard lattice pylons. The use of other pylon designs is still under consideration, if an overhead line route is progressed. We will be carrying out further assessments on pylon design. Our assessments will include visual impacts and mitigation, environmental and ecological considerations, construction, and lifetime maintenance effects. Different designs in use in the UK, which can be used in combinations, include: • standard lattice; • lower height lattice; and • T-pylons. In choosing the pylon types the assessment needs to consider multiple technical disciplines. The findings from our assessments are published in Appendix C of the Design Development Report as part of our 2024 statutory consultation. We will continue to consider the use of alternative pylon types should further feedback be received from the 2024 statutory consultation.
4.10.349	Query regarding whether energy storage sites (battery farms) are included in the Project?	National Grid owns and maintains the national high-voltage electricity transmission network throughout England and Wales and does not own or manage energy storage sites. The Norwich to Tilbury Project does not include energy storage.
4.10.350	Query regarding whether habitat surveys have been undertaken?	Detailed Phase 1 habitat surveys, UK Habitat Classification and condition assessments commenced in 2023 and are currently underway across the entire Project. Surveys will continue in the appropriate habitat season (April-Oct) in 2024.
4.10.351	Query regarding whether National Grid believe the Project is an example of Holistic Network Design (HND)? (e.g., if not, does National Grid believe Norwich to Tilbury to be an example of a more uncoordinated, radial, point to point solution? If it is	The Energy System Operator (ESO) did not include in flight projects including Norwich to Tilbury, in the Offshore Transmission Network Review (OTNR) which ultimately led to the Holistic Network Design (HND). The Project is required to connect contracted wind generators off the east coast. Due to the maturity of those schemes they were not within the scope of the HND and are therefore connecting independently. The Project is not only required for offshore wind generation but to connect new nuclear and interconnectors from Europe. The Project is part of a wider national transmission upgrade to ensure help achieve this country's decarbonisation targets.

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	neither this nor an example of an HND Project, how would National Grid describe the Project?)	
4.10.352	Query regarding whether National Grid have applied to the Offshore Coordination Support Scheme (OCSS) for grant funding to voluntarily develop an alternative coordinated design to the proposed radial (Norwich to Tilbury Project) approach? If not, why not? If so, what is the present status of the application?	National Grid's Sea Link Project has applied for grant funding along with the two wind farm generators proposed to connect to the proposed East Anglia Connection Node (EACN) substation. Sea Link and the two windfarms have been successful in applying for funding to look into the feasibility of coordination. The onshore reinforcement is not within scope of the Offshore Coordination Support Scheme (OCSS) but the Electricity System Operator (ESO) have independently reviewed the need case and option being taken forward by the Norwich to Tilbury Project in light of this potential offshore coordination.
4.10.353	Query regarding whether National Grid is involved with sub-sea construction, and, if so, how would this be implemented and what long-term underwater security can be provided?	National Grid has built several subsea projects and is proposing more, such as the proposed link from Sizewell to Kent, as part of the solution to provide more capacity in East Anglia. The National Transmission System is required to comply with numerous security, safety and quality of supply measures, all of which would apply to any subsea proposal by National Grid.
4.10.354	Query regarding whether the Project will contribute to significant cost savings estimated by the Electricity System Operator (ESO) at around £4.3 billion because it will ultimately form part of a holistically designed and *'coordinated network, optimising network infrastructure"*?	In flight projects, including Norwich to Tilbury were out of scope of the Electricity System Operator's (ESO) Offshore Transmission Network Review (OTNR) as they were deemed to be too mature to be considered for potential co-ordination. The ESO has subsequently launched the Offshore Coordination Support Scheme (OCSS) which is intended to fund in flight offshore wind farms feasibility of co-ordination.
4.10.355	Request that National Grid clarify the extent and importance it attaches to the recently announced the	National Grid will continue to backcheck and review the currently proposed Project in line with independent studies.

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	Electricity System Operator (ESO) independent Study to assess objectively the options for the Project, and: a) How will the findings in the ESO study be used to inform decision making going forward? b) Should the ESO recommend an alternative approach (e.g., Integrated Offshore) will National Grid accept this and revise the Project? c) When this study will be completed and if the study will be made available for public scrutiny ahead of the statutory public consultation period and ahead of the 2025 Development Consent Order (DCO) application submission?	
4.10.356	Will National Grid's assessments carry information on arcing distances with the voltages that National Grid is planning to transmit?	The clearances that National Grid must comply to are as follows: *'any structure or the ground should be from a conductor at maximum sag 7.3 m at 400 kV and the clearance any one person should be no more than 5.3 m from the conductor at 400 kV.'* This is set out on Page 6 of National Grid's *'Third-party guidance for working near National Grid Electricity Transmission equipment'*: nationalgrid.com/electricity-transmission/document/149291/download
4.10.357	Will there be opportunities for fields that are left too small or awkwardly shaped to be used for offsetting during the scheme?	National Grid is currently assessing where offsetting will be needed/appropriate for the Project. If a landowner feels that their land would be suited to this, we encourage them to engage with the lands team: Norwich-Tilbury@fishergerman.co.uk or by calling us on Freephone 0808 175 3314. Alternatively, you can write to Norwich to Tilbury Land Team, Fisher German, The Atrium, Risby Business Park, Newmarket Road, Risby, Bury St Edmunds, IP28 6RD.

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Request		
4.10.358	Criticism that National Grid Electricity System Operator's (ESO) recently commissioned report 'OFFSHORE COORDINATION Cost-Benefit Analysis of Offshore Transmission Network Designs' National Grid ESO Report No.: 20-1573, Rev. 1 Date: 26-11-2020 appear to have been ignored, and requests that National Grid explain how the conclusions of the report and in particular the conclusions that an *'Integrated approach is more advantageous overall'* and that an *'Integrated design scores better on capital expenditure (CapEx) and operating expense (OpEx) allowing for 18% savings in the total expenditures for the development of offshore transmission grid in Great Britain (GB).'* Were viewed by National Grid UK and/or National Grid Electricity Transmission (NGET) decision makers when ultimately settling for onshore routeing for the Project.	The November 2020 Electricity System Operator (ESO) report was based on a hypothetical scenario which does not apply to the requirements of this reinforcement Project. This report was superseded by the ESO's Offshore Transmission Network Review (OTNR) and Holistic Network Design (HND) programmes.
4.10.359	Query regarding whether the Holford rules have been followed.	The Holford Rules have been followed as these are referenced within the policy framework which is relevant to the Project. National Grid would note that application of the Holford Rules typically involves balancing alternative solutions which can present conflicting Holford compliance and may from some perspectives appear to suggest an aspect has not been followed. The Design Development Report (DDR), published as part of the 2023 non-statutory consultation sets out how the Holford Rules informed decision making and the further DDR to be published as part of our 2024 statutory consultation does the same for changes to the 2023 preferred draft alignment. We use the

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		Environmental Impact Assessment (EIA) process to inform the balance and define our proposals that we take forward, and which are also informed by feedback.
4.10.360	Query regarding whether the Horlock rules have been followed.	The Horlock Rules have been followed as these are referenced within the policy framework which is relevant to the Project. National Grid would note that application of the Horlock Rules typically involves balancing alternative solutions which can present conflicting compliance and may from some perspectives appear to suggest an aspect has not been followed. The Design Development Report (DDR), published as part of the 2023 non-statutory consultation sets out how the Horlock Rules informed decision making and the further DDR to be published as part of our 2024 statutory consultation does the same for changes to the 2023 preferred draft alignment and siting of Cable Sealing End (CSE) compounds and substation infrastructure. We use the Environmental Impact Assessment (EIA) process to inform the balance and define our proposals that we take forward, and which are also informed by feedback.
4.10.361	Request an extension for land agent to submit responses to the non-statutory consultation beyond closing day due to issues with Fisher German (e.g., to 8 September).	The period in which feedback can be provided has been clearly communicated before and during the 2023 non-statutory consultation. There will be another opportunity to provide further feedback during the statutory consultation in 2024.
4.10.362	Request confirmation from National Grid that consultations and subsequent decisions will be conducted/made in good faith and that they will balance the needs of all stakeholders (e.g., balancing the needs of developers, consumers and communities), including LHE by considering the Offshore Transmission Network Review's (OTNR) Network Design Objectives of cost, deliverability and operability, environmental impacts, and community impacts on an equal footing.	The Project comprises a proposed overhead line connection over 2 km in length and therefore we currently expect it to be classified as a Nationally Significant Infrastructure Project (NSIP). Therefore, the Project would require consent under the Planning Act 2008. The Planning Inspectorate publish guidance and advice on developing an NSIP for developers to follow. National Grid is following the guidance relating to consultation.
4.10.363	Request for assurance that (in relation to Public Rights of Way (PRoW):	Through routeing and siting, National Grid has sought to and will continue to reduce, as far as practicable, impacts and disruption to Public Rights of Way (PRoW).

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	- no public rights of way will be permanently closed in relation to the Norwich to Tilbury works; - every effort will be made to prevent the temporary closure of public rights of way while works are taking place; - where public rights of way must be temporarily closed, an alternative off-road route will be provided; - proactive steps are taken by National Grid to limit the length of time for which public rights are way are closed; and - opportunities are taken to make improvements to the path network and other access infrastructure in impacted communities.	The iterative process of route design has identified the existing PRoW network and their wider connectivity and sought where practicable to reduce and where possible remove impacts to PRoW. If mitigation is required, measures may include the temporary closure of PRoW during the construction phase, and where practicable a diversion to allow for the continued use and movement of the wider PRoW network. Effects on PRoW will be mitigated where possible, maintaining access where practicable, with temporary closures as a last resort. We will continue to engage with relevant stakeholders on the PRoW network to enable feedback and input to be considered as the Project develops. A PRoW Management Strategy will be prepared as part of the Outline Code of Construction Practice (CoCP) and submitted with the application for development consent.
4.10.364	Request for confirmation that the 2024 statutory consultation will include construction logistics such as traffic management issues and timing plans for each segment of the Project and other.	As part of the Development Consent Order (DCO) process National Grid is required to prepare and publish preliminary environmental information referred to as the 'Preliminary Environmental Information Report' (PEIR) during the 'statutory consultation' period. The PEIR will provide details on construction logistics (including indicative construction working hours, workforce and vehicles) based on the proposals presented at the 2024 statutory consultation. A draft Outline Code of Construction Practice (CoCP) and a draft Outline Construction Traffic Management Plan (CTMP) will also be available at the 2024 statutory consultation. Further information on traffic management issues and phasing of the construction programme will be contained in the Outline CoCP and Outline CTMP that will be submitted with the application for development consent.
4.10.365	Request for further information *'I have noticed extra high voltage (EHV) transmission lines suspended from a common steel 'bridge' as used for example over electric rail lines. Please comment.'.*	Network Rail lines operate at a much lower voltage than the National Grid and as a result the gap between their cables and other conductive materials can be much smaller. At 400 kV, clearance between the wires and other conductive material needs to be greater than 3 m which is why our pylons are taller than other electrical lines such as network rail and the distribution lines.

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4.10.366	Request for further information on accessibility of properties during construction.	National Grid will, as part of the iterative design process, undertake an assessment to understand the existing local road network which the Project may need to utilise during both the construction and operation phases. As part of this assessment, we will work closely with the relevant authorities and their highways teams. Where temporary haul roads are required to be constructed to access the location of a substation, these will be carried out in consultation with the landowners and the local highway authority, to reduce potential impacts to local road users. This information will be used to inform and guide the drafting of the Construction Traffic Management Plan (CTMP) for the Project. Within the CTMP, it will define the local road network which could be used for construction traffic movements, highlight any restrictions to such movement and if required control working patterns and timings to ensure any potential impacts to other road users from construction traffic related to the Project is reduced as far as practicable. This includes access to properties being maintained but there may be isolated instances where access needs to be disrupted, these would be addressed with individual property owners.
4.10.367	Request for further information on any plans National Grid have for tidal power and lagoons off the west coast of UK.	National Grid is not an energy generator but has a duty to respond to generation customers wanting to connect to the transmission network. The Project is currently proposed to fulfil connection offers for two offshore wind farms, North Falls and Five Estuaries, and an interconnector linking with Germany. However, other new connections for new offshore wind and nuclear power generation projects and for interconnectors into East Anglia are expected to continue in addition to the current contracted position. The Project will provide capacity for future generation from various generators, including Sizewell C, to be transmitted across electrical boundaries within East Anglia and the wider transmission network.
4.10.368	Request for further information on construction compounds (e.g., size and proposed locations).	Details for the temporary works requirements including the location of construction compounds must respond to the latest proposed siting of permanent assets. As such we needed to consider the feedback from the 2023 non-statutory consultation and modifications made in response. Details of the temporary works will be available in the 2024 statutory consultation.
4.10.369	Request for further information on construction methods (including on the treatment of soils along the length of the construction) and timescales of pylon installation.	The construction of the Project will be highly technical and will require specialised contractors with the required expertise and experience, sourced via a competitive tender. However, National Grid promotes the use of local supply chain and small and medium enterprises (SMEs) through the main construction contractors they employ. As part of the ongoing Project development more detailed ground investigation and soil (topsoil and subsoil) surveys will be undertaken and fed into the development process. This information will be held and continue to be referenced throughout the lifecycle of the Project design. Any location specific parameters will be fed into the detailed design process and mitigated against as the design continues to evolve. Topsoil and subsoil textures will be identified to support the detailing of soil handling strategies for different soil types. The Environmental Statement (ES) will include a risk assessment in relation to contamination that is likely to be present, and mitigation measures put in place where required, and a protocol will be included within the Outline Code of Construction Practice (CoCP) for dealing with any unexpected contamination. We are anticipating that the construction period will start in early 2027 with energisation planned for 2030. There will be works continuing beyond 2030 to reinstate the land and the timescales for that phase is not defined at this stage. Works at individual pylon locations won't be continuous during this time period.

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4.10.370	Request for further information on different pylon designs (e.g., advantages and disadvantages / dimensions / impacts).	The 2024 preferred draft alignment reflects the use of standard lattice pylons. The use of other pylon designs is still under consideration, if an overhead line route is progressed. National Grid is and will continue to carry out further assessments on pylon design. Our assessments will include visual impacts and mitigation, environmental and ecological considerations, construction, and lifetime maintenance effects. Different designs in use in the UK include: • standard lattice; • lower height lattice; and • T-pylons. The findings from our assessments will be published in Appendix C of the Design Development Report (DDR) as part of our 2024 statutory consultation. We will continue to consider the use of alternative pylon types should further feedback be received from the 2024 statutory consultation.
4.10.371	Request for further information on house prices, impact on land and homeowners.	House values depend on a number of different factors, and it can be difficult to single out any one factor that will affect property prices. National Grid does recognise that the visual impact of a new overhead infrastructure can cause significant concern for many local communities and property owners, so when routeing new infrastructure National Grid always tries to avoid communities and individual properties as much as possible and where unavoidable maximise the distance from individual properties. UK law does not prescribe any minimum distance between overhead lines and properties. If you have specific concerns regarding the impact on your property, we encourage you to seek third party advice. Alternatively contact the lands team, Norwich-Tilbury@fishergerman.co.uk or by calling us on Freephone 0808 175 3314.
4.10.372	Request for further information on how National Grid have given consideration undergrounding or sub-sea cables as a way of mitigating impacts.	National Grid does consider all viable technology options, including underground cable and sub-sea cables as part of identifying a preferred strategic option. That work has been published in the 2023 Strategic Options and Backcheck Review (SOBR) and 2024 SOBR. The Project as currently proposed has considered where the very high cost of underground cabling may be appropriate to mitigate effects. This is presented in the 2024 statutory consultation plans and documents.
4.10.373	Request for further information on if an audit been made by National Grid into the level of energy been linked into UK Power Networks (UKPN) (Straw / Wood Chip Power Station at Swetton Norfolk and other inputs including wind and solar).	There is a significant amount of local generation that connects directly to the local Distribution Network Operators (DNO) all around the country. In East Anglia the DNO is UK Power Networks (UKPN). The generation highlighted is an example of that and does not connect directly to the National Transmission System. If the DNO need more capacity in their network, they would apply to National Grid for a new grid supply point.

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4.10.374	Request for further information on the carbon emissions associated with construction of the Project.	The Environmental Statement (ES) will be supported by an estimate of the greenhouse gas emissions associated with the construction phase of the Project, comparing this against UK emissions to determine if the Project is likely to have an impact on the ability of the Government to meet its carbon reduction targets. The assessment will look to identify potential opportunities to save carbon.
4.10.375	Request for further information on the size and number of proposed substations (e.g., are National Grid, UK Power Networks (UKPN), North Falls, Five Estuaries, an interconnector, battery storage and a possible solar array all of them?)	As part of the National Grid Norwich to Tilbury Project the following substation works will be included: • extension of the Norwich Main 400 kV Substation and connection of the two new Norwich to Bramford overhead line circuits; • a connection of the two new Norwich to Bramford overhead line circuits at the existing Bramford Substation; • a connection of the two new Bramford to East Anglia Connection Node (EACN) substation overhead line circuits at the existing Bramford Substation; • a new EACN substation east of Lawford, including the connection of the two new Bramford to EACN substation circuits by underground cable and further connection of the two new EACN substation – Tilbury circuits by overhead lines. Furthermore, the EACN substation would facilitate customer connections to North Falls Wind Farm, Five Estuaries Wind Farm and Tarchon Interconnector; and • a connection of the two new EACN substation to Tilbury overhead line circuits at the existing Tilbury Substation. Further detail will be available during the statutory consultation in 2024. Regarding further details of customers' (generators and interconnectors) infrastructure, information can be sought directly from them as part of their own ongoing consultation process.
4.10.376	Request for further information regarding the Gas Fired Power Station to be located at Eye (request for National Grid to detail this in their plans / comments).	The proposed gas fired power station isn't a consideration for the Project. Our responsibility is to connect energy coming into the Norwich Main Substation to Tilbury Substation in Essex via Bramford Substation and a proposed new East Anglia Connection Node (EACN) substation on the Tendring Peninsula. However, as we develop our proposals, we'll continue to backcheck and review impacts on the Project, which includes the current status of new connections and sources of power. This information is set out in the 2024 Strategic Backcheck and Review, published as part of the 2024 statutory consultation.
4.10.377	Request for information about mitigation measures for the Project (e.g., mitigation for construction).	The mitigation package for the Project will be developed once the baseline information and a detailed impact assessment has been completed. National Grid will continue to engage with Natural England and Local Planning Authorities (LPAs) on aspects relating to biodiversity and the natural environment, including appropriate mitigation measures and techniques and will take their views into account as the Project continues to develop. The Environment Act 2021 introduces a mandatory requirement for 10% Biodiversity Net Gain (BNG) for new Development Consent Order (DCO) developments (which is not yet in force). We have committed to deliver Net Gain of at least 10% or greater in environmental value (including BNG) on all construction projects. The Net Gain target for the Project is currently voluntary and aligned with our corporate sustainability commitment. As well as seeking to avoid and minimise our impacts to nature, the Project will consider the land required for mitigation, compensation and enhancement that can deliver BNG and wider environmental benefits, which will be

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		identified as the Project design develops. This may require delivery of offsite Biodiversity Units via habitat creation or enhancement actions in strategic areas, and we will consider all options that are available to us.
4.10.378	Request for information construction contracts and labour for the Project.	The construction of the Project will be highly technical and will require specialised contractors with the required expertise and experience, sourced via a competitive tender. However, National Grid promotes the use of local supply chain and small and medium enterprises through the main construction contractors they employ. We work with schools and local authorities to encourage the next generation of engineers and help the unemployed to develop new skills.
4.10.379	Request for information on how the Project will be re-costed accurately to reflect current inflationary conditions.	The back check and review process includes a review of current available cost information.
4.10.380	Request for information on the cost benefit work behind the Project, the methodology and assumptions behind this work, options considered and reasons for promoting the preferred onshore option.	The consultation documents and materials that were presented at the consultation include the 2023 Design Development Report (DDR), an in-depth technical document detailing the work we have undertaken to date, and the Strategic Options Backcheck and Review (SOBR) 2023, which provides an overview of the appraisal approach we have used to date to consider strategic options.
4.10.381	Request for information on the financial modelling National Grid has done on the cost of undergrounding.	The explanation of how National Grid has arrived at estimated costs for underground cabling is set out in the 2023 Strategic Options Backcheck and Review (SOBR) and 2024 SOBR.
4.10.382	Request for information on the lifespan of the Project / maintenance schedule / provisions for removal of the equipment at end of life.	National Grid has thousands of kilometres of overhead lines, underground cable and supporting infrastructure such as Cable Sealing End (CSE) compounds. We have well established and standardised practices to undertake maintenance works as outlined above. By the implementation and adherence to such practices, cost and time efficiencies across the network have been identified and maximised where practicable. The typical lifespan of an overhead line and the underground cable elements of a Project would be approximately 40 years, depending on use and location. Maintenance inspections of overhead line routes are typically undertaken using a helicopter or small aircraft to monitor their condition on an annual basis. Additionally, thermal images are taken every six to eight years, which capture high-definition imagery of each pylon and allows for a detailed assessment of the condition of the pylon. To supplement the aerial photography and inspections, routine ground level walking inspections are also undertaken. The CSE compounds would contain equipment that can be accessed remotely to monitor the condition of the underground cabling.

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		There are currently no specific plans to decommission the Project. It is expected that the transmission of electricity would continue for as long as there is a business case for doing so and that any decommissioning activity would occur decades into the future. To date, relatively few transmission projects have been decommissioned since the main expansion of such infrastructure in the 1950s and 1960s. The cables and pylons for overhead transmission lines are replaced periodically, ordinarily under National Grid's permitted development rights. The pylons comprise open, lattice structures which can be easily dismantled. It is expected that proposals for decommissioning would be subject to separate consenting procedures, including environmental assessment of the proposed activities, and taking account of the baseline as it exists at the time of decommissioning. Undertaking an assessment of the potential decommissioning of the Project infrastructure at this stage is expected to be so heavily based on assumptions that it would not serve any useful purpose. Consequently, decommissioning has been scoped out of the Environmental Impact Assessment (EIA). However, a high-level summary of potential effects for each environmental topic will be appended to the Environmental Statement (ES).
4.10.383	Request for more information - will the overhead lines be fitted with flight diverters?	Birds are being considered through extensive desk study and field work, with an assessment to be included within the Environmental Statement (ES) or through the Habitats Regulations Assessment (HRA) process depending on potential impact pathways. The methodology has been agreed with Natural England and initial survey work results will also feed into the design and inform the requirement for measures such as diverters / deflectors.
4.10.384	Request for National Grid to confirm that future consultation will answer specific questions on parts of the route without referral to other documents.	National Grid provides a range of documents at each consultation to enable the public and stakeholders to interrogate the Project to the level of detail that best suits their needs or interests and promote accessibility. Typically, we provide a mixture of public-friendly documents – the Project Background Document, newsletter and website – that is supported by more technical documents should people wish to know more. Wherever possible the documents are signposted to make it easier to navigate and find information. At each consultation period, we also hold public consultation events which are attended by the senior Project team, lead designers and a range of subject matter experts to respond to questions and concerns.
4.10.385	Request that a detailed assessment of the Project against National Policy Statements (NPS), the Horlock and the Holford Rules is provided.	The Project has been developed in line with guidance in the National Policy Statements (NPS) and informed by Holford and Horlock Rules. These are most appropriately applied to decision making at a relatively localised level with the main reasons for decision making set out in the Design Development Report published as part of the 2023 non-statutory consultation. A Planning Statement outlining how the Project aligns with Planning Policy will form part of the material submitted with the application for a Development Consent Order (DCO).
4.10.386	Request that any and all future consultations include prime decision makers and not public relations (PR) representatives (request for this to be replied to in writing).	The 2023 non-statutory consultation included twelve well-publicised community events, where the Project team was available to meet with members of the community and discuss the proposal face to face. At each event members of the senior Project team, lead designers and a range of subject matter experts were present to respond to questions and concerns. Consultation is an integral part of the planning process and National Grid takes it seriously, including providing the opportunity to allow communities to share their concerns and ideas directly with the team responsible for shaping the Project.

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4.10.387	Request that construction is carried out in the minimum possible timeframe and that no works are carried out during evenings or weekends (i.e. to minimise disruption to residents).	Should consent be granted in 2026, it is anticipated that access and construction of the Project would commence in 2027, starting with enabling workings including site clearance activities, the installation of construction compounds and access roads. It is expected the main construction works will continue through to 2031. While the phasing of the construction programme is yet to be confirmed, the phasing will be programmed and sequenced to reduce disruption to the local surroundings and the environment, residents, businesses and roads users as far as practicable. National Grid will continue to discuss proposed construction working hours with the relevant Local Planning Authorities (LPAs) and further details will be presented in the Environmental Statement (ES). It is currently assumed that the core working hours for construction would be: • Mondays to Fridays: 07:00–19:00 • Saturdays, Sundays, and Bank Holidays: 08:00–17:00 Work outside of the core working hours might be required in certain circumstances and would be carried out following consultation with the relevant LPAs. A Draft Outline Code of Construction Practice (CoCP) and a Draft Outline Construction Traffic Management Plan (CTMP) will be prepared and submitted with the application for development consent. These documents will provide a framework for detailed management plans to be prepared at detailed design stage in order to reduce and mitigate potential impacts and / or disruptions that may arise during the construction phase.
4.10.388	Request that representatives from National Grid and/or a Government Minister visits pylon site and Project locations (e.g. so that they see impacts themselves).	Representatives from National Grid have visited the route and East Anglia Connection Node (EACN) substation location on several occasions. National Grid is also aware that a Government Minister has visited the location, hosted by a local Member of Parliament.
4.10.389	Request that thorough assessment of the following topics (in relation to healthcare services), including plans for mitigation, are included in the Preliminary Environmental Impact Report: - Traffic and transport including Abnormal Indivisible Load (AIL) and heavy goods vehicle (HGV) movements with the aim of minimising potential highway network delay and route/ road diversions and closures affecting access to healthcare	Health and Wellbeing, Socio-economic, Traffic and Transport and Cumulative Impact Assessments are being prepared and will be presented in the Environmental Statement (ES) that will accompany the application for development consent. Preliminary impact assessments will be presented in the Preliminary Environmental Impact Report (PEIR) that will be available at the 2024 statutory consultation. Major accidents and disasters as a result of flood risk, historic ground contamination, asbestos, watercourse, transport infrastructure and gas pipeline crossings are being assessed as part of the Environmental Impact Assessment (EIA). The Health and Wellbeing assessment will summarise the findings of other assessments in the event they identify likely significant effects on human health receptors. It will provide a brief commentary on those that may be affected by diversions or capacity changes, including how changes are communicated and alternatives are equitable, in relation to how this would influence access to health services/resources and/or opportunity for healthy choices (social, economic, bio-physical and behaviours).

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	facilities for staff and service users and effective emergency service provision; - Major accidents and disasters, including construction worker specific accidents and injuries with the aim of developing on-site procedures and plans for emergency access and handovers; - Population increase and health and wellbeing provision to determine the size and location of the construction workforce to minimise impact on healthcare capacity.	
4.10.390	Request to see a calculation demonstrating the compensation due to landowners that will be saved by burying the cable.	Compensation/Easement payments to landowners are calculated in the following way. Overhead line is calculated per pylon base i.e., £6,000 per pylon base for permanent grassland and £8,000 per pylon base for arable land (or proportion based on land ownership). Underground cable is based on a per meter basis and is calculated 80% of the agreed agricultural land value over the easement width (minimum land value £7500/hectare). Minimum easement payment – £500. More information can be seen in the *'Payment schedule for new electricity transmission assets'* document which can be found on the Project website, nationalgrid.com/electricity-transmission/network-and-infrastructure/infrastructure-projects/norwich-to-tilbury/information-for-landowners
4.10.391	Suggest compensating local communities to obtain their own engineering and planning advice.	National Grid fund the reasonable costs of land agents for landowners and occupiers in undertaking the necessary interaction with National Grid on projects such as Norwich to Tilbury. We fund Local Planning Authorities (LPAs) who represent the interests of local communities through a Planning Performance Agreement (PPA). This allows the relevant authority to respond to our proposals, whether that be on an engineering, planning or environmental basis. Ultimately it is for the Planning Inspectorate to review our proposals in detail and ensure that local communities feedback has been appropriately considered.
4.10.392	Why has it been assumed from the outset in the delivery of the east coast windfarms that overhead lines will be used to transmit the electricity generated?	National Grid has to comply with its various statutory duties, licence obligations, national policy and legislation. The relevant National Policy Statement (NPS) EN-5 states: *'Although it is the Government's position that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Park, The Broads, or Area of Outstanding Natural Beauty)'*.

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		Revised NPS were published in November 2023, and came into force in January 2024. EN-5 states a strong starting presumption for overhead line.
4.10.393	Will the Treasury Green Books requirement for a Net Present Value (NPV) of 3.5% be applied?	The Planning Act 2008 and the extant environmental impact legislation applies to schemes like the Norwich to Tilbury Project along with National Grid's statutory duties and licence obligations. This does not require Net Present Value (NPV) approach to be considered. The process that is followed to identify and then assess potential strategic options is robust and the most appropriate. This has been tried and tested through numerous previous projects, the formal examination process and ultimately decided by the relevant Secretary of State (SoS).
4.10.394	Request for further impact surveys (e.g., ground, ecological harm, aesthetics, health impacts, air, archaeology, heritage, economic, tourism, agricultural, environmental impact statement, soil quality, Green Belt, noise, traffic).	There is a staged approach to the process of collection of environmental data as any major Project develops. National Grid is undertaking an Environmental Impact Assessment (EIA) for the Project. The assessment will be informed by a suite of field surveys and desk studies and results will be presented in an Environmental Statement (ES) that will accompany the application for development consent. The ES will identify and assess the likely significant effects on the environment resulting from the construction and operation of the Project and will recommend appropriate mitigation measures to reduce potential adverse impacts. The scope of the EIA is included in the Scoping Report which was submitted to the Planning Inspectorate in November 2022 and their Scoping Opinion received in December 2022. This provided the opportunity for statutory bodies to comment on the scope of the EIA which included our approach on Study Areas, data collection and baseline conditions for a range of environmental topics. We also discussed and agreed survey scope with stakeholders (including Statutory Environmental Bodies (SEBs) and relevant Local Planning Authorities (LPAs)) following the Scoping Opinion to ensure a robust baseline assessment. As part of the Development Consent Order (DCO) process, we are required to prepare and publish preliminary environmental information referred to as the 'Preliminary Environmental Information Report' (PEIR) during the 'statutory consultation' period. The PEIR will provide details on the current potential effects of the Project and proposed mitigation measures. The statutory consultation period is expected to be held mid-2024 and during this we will welcome comments from stakeholders on the information presented in the PEIR (including our approach on data collection and baseline conditions).
4.10.395	Request to host / be involved in mitigation measures.	The mitigation package for the Project will be developed once the baseline information and a detailed impact assessment has been completed. National Grid will continue to engage with a range of stakeholders (including Statutory Environmental Bodies (SEBs) and relevant Local Planning Authorities (LPAs)) throughout the development of the Project design and environmental assessment work (including on aspects relating to appropriate mitigation measures and techniques).
Technology / Operations		
4.10.396	Comment supportive of use of overhead lines / pylons.	National Grid note the respondent's feedback
4.10.397	Concern about the future vulnerability of pylons and overhead lines due to climate	The majority of the existing National Grid transmission network is constructed from overhead lines, these are a demonstrated and reliable form of electricity transmission in the UK. They are designed to meet current design and safety standards and to operate in a range of typical and abnormal weather conditions found in the UK. Standards

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	change (e.g., risk from ice accumulation leading to an increase in weight and therefore cable failure, and a partial loss of insulation).	are regularly reviewed and any adjustments to these standards (for example with regards to climate change) would need to be applied to the entire network. At this stage no known changes are required for a new overhead line Project. Unforeseen events of sufficient severity to cause damage to infrastructure are very rare in the UK but do occur. Overhead lines could be subject to adverse weather conditions such as high wind speeds and lightning strikes, and also due to disruption from external factors such as sabotage. To reduce sabotage from the ground as far as practicable, we install anti-climb measures such as barb-wiring. However, the possibility of interference remains as pylons are typically situated in isolated locations where constant surveillance is impractical. In the unlikely event an overhead line was to be damaged, a network wide monitoring system would detect the fault almost immediately and the circuit would be tripped, and the live current stopped. At the point of repairing any damage, overhead lines are comparatively easier and more cost-effective to repair and maintain than alternative transmission technology. We also undertake regular inspections of the overhead line using thermal imaging to assess damage to the overhead line from weather or other causes. This means low level damage caused would be identified and repaired prior to failure of the line.
4.10.398	Concern about the ongoing maintenance for the Project (e.g., disruption / cost).	National Grid has thousands of kilometres of overhead lines, underground cable and supporting infrastructure such as Cable Sealing End (CSE) compounds. We have well established and standardised practices to undertake maintenance works on these assets. By the implementation and adherence to such practices, cost and time efficiencies across the network have been identified and maximised where practicable. The typical lifespan of an overhead line and the underground cable elements of a Project would be approximately 40 years, depending on use and location. Maintenance inspections of overhead line routes are typically undertaken using a helicopter or small aircraft / drone to monitor their condition on an annual basis. Additionally, thermal images are taken every six to eight years, which capture high-definition imagery of each pylon and allows for a detailed assessment of the condition of the pylon. To supplement the aerial photography and inspections, routine ground level walking inspections are also undertaken. The CSE compounds would contain equipment that can be accessed remotely to monitor the condition of the underground cabling.
4.10.399	Concern that overhead lines are vulnerable to malicious activities (e.g., terrorism / warfare / sabotage).	The majority of the existing National Grid transmission network is constructed from overhead lines, these are a demonstrated and reliable form of electricity transmission in the UK. They are designed to meet current design and safety standards and to operate in a range of typical and abnormal weather conditions found in the UK. Standards are regularly reviewed and any adjustments to these standards (for example with regards to climate change) would need to be applied to the entire network. At this stage no known changes are required for a new overhead line Project. Unforeseen events of sufficient severity to cause damage to infrastructure are very rare in the UK but do occur. Overhead lines could be subject to adverse weather conditions such as high wind speeds and lightning strikes, and also due to disruption from an external factor such as sabotage. To reduce sabotage from the ground as far as

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4.10.400	Concern that overhead lines are vulnerable to weather events.	400 kV overhead lines are designed to remain robust and operational in the worst weather conditions in the UK. Although overhead lines are more susceptible to disruption from lightning and high winds, they are also comparatively easy and cost-effective to repair and maintain compared to underground cables. It should also be noted that the majority of the existing National Grid network is made up of overhead lines, which have been demonstrated to be a reliable form of electricity transmission in the UK climate. The majority of the existing National Grid transmission network is constructed from overhead lines, these are a demonstrated and reliable form of electricity transmission in the UK. They are designed to meet current design and safety standards and to operate in a range of typical and abnormal weather conditions found in the UK. Standards are regularly reviewed and any adjustments to these standards (for example with regards to climate change) would need to be applied to the entire network. At this stage no known changes are required for a new overhead line Project. Unforeseen events of sufficient severity to cause damage to infrastructure are very rare in the UK but do occur. Overhead lines could be subject to adverse weather conditions such as high wind speeds and lightning strikes. In the unlikely event an overhead line was to be damaged, a network wide monitoring system would detect the fault almost immediately and the circuit would be tripped, and the live current stopped. At the point of repairing any damage, overhead lines are comparatively easier and more cost-effective to repair and maintain than alternative transmission technology. We also undertake regular inspections of the overhead line using thermal imaging to assess damage to the overhead line from weather or other causes. This means low level damage caused would be identified and repaired prior to failure of the line.
4.10.401	Concern that pylons are vulnerable to antisocial behaviour (e.g., unauthorised access / climbing / vandalism).	The majority of the existing National Grid transmission network is constructed from overhead lines, these are a demonstrated and reliable form of electricity transmission in the UK. They are designed to meet current design and safety standards and to operate in a range of typical and abnormal weather conditions found in the UK. Standards are regularly reviewed and any adjustments to these standards (for example with regards to climate change) would need to be applied to the entire network. At this stage no known changes are required for a new overhead line Project. Unforeseen events of sufficient severity to cause damage to infrastructure are very rare in the UK but do occur. Overhead lines could be subject to adverse weather conditions such as high wind speeds and lightning strikes, and also due to disruption from an external factor such as sabotage. To reduce sabotage from the ground as far as

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		practicable, National Grid install anti-climb measures such as barb-wiring. However, the possibility of interference remains as pylons are typically situated in isolated locations where constant surveillance is impractical. In the unlikely event an overhead line was to be damaged, a network wide monitoring system would detect the fault almost immediately and the circuit would be tripped, and the live current stopped. At the point of repairing any damage, overhead lines are comparatively easier and more cost-effective to repair and maintain than alternative transmission technology. We also undertake regular inspections of the overhead line using thermal imaging to assess damage to the overhead line from weather or other causes. This means low level damage caused would be identified and repaired prior to failure of the line.
4.10.402	Criticism of nuclear power / Opposed to providing infrastructure that facilitates the use of nuclear power.	National Grid is not a nuclear generator but has a duty to respond to generation customers wanting to connect to the transmission network. The Project is currently proposed to fulfil connection offers for two offshore wind farms, North Falls and Five Estuaries and an interconnector linking with Germany. However, other new connections for new offshore wind and nuclear power generation projects and for interconnectors into East Anglia are expected to continue in addition to the current contracted position. The Project, as part of an integrated transmission network will provide capacity for future generation from various generators, including Sizewell C, to be transmitted across electrical boundaries within East Anglia and the wider transmission network.
4.10.403	Criticism of the Holford Rules (e.g., not sufficient / outdated).	National Grid disagrees that the Holford Rules are outdated as these are referenced within the policy framework which is relevant to the Project. They have and continue to be tested through a range of transmission reinforcement projects and feature in the draft 2023 National Policy Statement (NPS) EN-5 which was designated in January 2024. We would note that application of the Holford Rules typically involves balancing alternative solutions which can present conflicting Holford compliance. We use the Environmental Impact Assessment (EIA) process to inform the balance and define our proposals that we take forward, and which are also informed by feedback. Further details on the proposed routeing and siting of the Project can be found in the Design Development Reports (DDRs), published as part of the 2023 non-statutory consultation and as part of the 2024 statutory consultation.
4.10.404	Criticism of the Horlock Rules (e.g., not sufficient / outdated).	National Grid disagrees that the Horlock Rules are outdated as these are referenced within the policy framework which is relevant to the Project. They have and continue to be tested through a range of transmission reinforcement projects and feature in the draft 2023 National Policy Statement (NPS) EN-5 which was designated in January 2024. We would note that application of the Horlock Rules typically involves balancing alternative solutions which can present conflicting compliance. We use the Environmental Impact Assessment (EIA) process to inform the balance and define our proposals that we take forward, and which are also informed by feedback. Further details on the proposed siting of the Project informed by Horlock Rules can be found in the Design Development Reports (DDRs), published as part of the 2023 non-statutory consultation and as part of the 2024 statutory consultation.
4.10.405	Criticism of use of overhead lines / pylons are an outdated / inefficient technology (e.g., susceptible to faults).	National Grid is constantly looking into new innovations and investigating alternative technology types. These are explored and assessed for suitability. Alternative technologies were investigated for the Project, these included an offshore connection using direct current (DC) technology, and various onshore connection options including: • increasing operational voltages on existing network to above 400 kV;

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		• alternating current (AC) overhead lines (established technology); • alternative pylon types; • AC underground technology; • high voltage direct current (HVDC) overhead line and underground cables; and • gas insulated line (GIL). Currently, overhead lines offer the most economic and efficient solution to transmit electricity over long distances.
4.10.406	Criticism of wind power / Opposed to providing infrastructure that facilitates the use of wind power.	The use of energy storage solutions to manage variation/unpredictability in generation and demand will increase as Great Britain becomes more reliable on renewables in the future, replacing the flexibility provided by fossil fuel generation. In their Smart Systems and Flexibility Plan 2021, Department for Business, Energy and Industrial Strategy (BEIS) (now known as the Department for Energy Security and Net Zero) and the Office of Gas and Electricity Markets (Ofgem) propose that by 2030 and beyond energy storage solutions will be deployed in *'optimal locations and at all scales'.* The Plan states that storage will provide significant flexibility (approximately 13 GW) and address challenges associated with low carbon system, including maintaining energy security and integrating and maximizing the use of the Government's plan for 40 GW (target increased to 50 GW in April 2022) of offshore wind by 2030 and other low carbon generation. The Government's Energy White Paper (EWP) states that *'renewables now account for over one third of electricity generation, up from 7% in 2010'.* To meet the predicted doubling in electricity demand by 2050 and the Government's 2050 Net Zero target, the EWP, whilst not planning for a specific technology solution predicts that *'a low cost, Net Zero consistent system is likely to be composed predominantly by wind and solar'* but also complementing intermittent renewables with technologies including nuclear. Under its transmission licence, National Grid has a statutory duty to respond to generation customers wanting to connect to the transmission network. The Project is currently proposed to fulfil connection offers for two offshore wind farms, North Falls and Five Estuaries which will contribute to the Government's 50 GW target. The advantages of offshore wind farms compared to onshore are that they are considered more efficient (with higher wind speeds and consistency in direction) and are further away from local populations. Assessment and mitigation of impacts relating to offshore wind farms on the seabed would be addressed as part of any Environmental Impact Assessment (EIA) carried out by the developer.
4.10.407	Criticism that overhead lines are noisy in operation and concern about noise impacts from overhead lines.	The proposed overhead line conductor design is a relatively quiet conductor that National Grid uses for overhead lines operating at 400 kV. The proposed 'triple Araucaria' design ensures that the electrical stresses on the conductors/wires remain as low as practicable. Pylon fittings, such as insulators, dampers, spacers, and clamps, are designed and procured in accordance with a series of National Grid Technical Specifications to reduce the potential for audible noise and wind-induced noise to occur. Operational noise is not likely to be significant at nearby sensitive receptors under any weather conditions. As part of the Development Consent Order (DCO) process the potential noise impacts of the overhead line during operation will be considered in the Environmental Impact Assessment (EIA) and this will be made publicly available.

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4.10.408	Oppose offshore solution (if the Project was to change).	Infrastructure is required to connect wind energy whether it is on land or offshore and it is recognised that there will be environmental impacts and higher costs to consumers if an offshore solution is utilised. National Grid take these aspects into account when making decisions on preferred network options. In this case the preferred solution is currently an onshore reinforcement Project.
4.10.409	Oppose the use of lower height pylons (if the Project was to change - e.g., interference with WiFi).	The 2024 preferred draft alignment reflects the use of standard lattice pylons. The use of other pylon designs is still under consideration, if an overhead line route is progressed. National Grid is and will continue to carry out further assessments on pylon design. Our assessments will include visual impacts and mitigation, environmental and ecological considerations, construction, and lifetime maintenance effects. Different designs in use in the UK include: • standard lattice; • lower height lattice; and • T-pylons. The findings from our assessments will be published in Appendix C of the Design Development Report (DDR) as part of our 2024 statutory consultation. We will continue to consider the use of alternative pylon types should further feedback be received from the 2024 statutory consultation. Radiofrequency emissions can interfere with electrical equipment, telecommunication. WiFi and broadcast equipment. These emissions are limited from overhead lines by design set out in National Grid's Technical Specifications, which include the requirements of British standards minimising the generation of radio interference. All the equipment used will meet the requirements in these standards, which are in place to prevent interference issues. These are the same good engineering practices that are applied to the existing transmission system assets, including existing 400 kV overhead lines, which cause no interference issues for electrical equipment, telecommunication, WiFi and broadcast equipment under normal operating conditions. Therefore, we also expect no interference issues as a result of the Project.
4.10.410	Oppose the use of T-pylons (if the Project was to change - e.g., due to visibility of the design / helicopter maintenance and access requirements / architectural style / subsonic noise in high winds).	The 2024 preferred draft alignment reflects the use of standard lattice pylons. The use of other pylon designs is still under consideration, if an overhead line route is progressed. National Grid is and will continue to carry out further assessments on pylon design. Our assessments will include visual impacts and mitigation, environmental and ecological considerations, construction, and lifetime maintenance effects. Different designs in use in the UK include: • standard lattice; • lower height lattice; and • T-pylons. The findings from our assessments will be published in Appendix C of the Design Development Report (DDR) as part of our 2024 statutory consultation. We will continue to consider the use of alternative pylon types should further feedback be received from the 2024 statutory consultation.
4.10.411	Oppose the use of undersea cables (if the Project was to change - e.g., vulnerability to	Both onshore and offshore options have been considered as set out in the Strategic Options Backcheck and Review (2023 SOBR and 2024 SOBR). This includes the consideration of maintenance and repair.

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	malicious activities, longer repair times, and security).	National Grid has built several subsea projects and is proposing more, such as the proposed link from Sizewell to Kent, as part of the solution to provide more capacity in East Anglia. The National Transmission System is required to comply with numerous security, safety and quality of supply measures, all of which would apply to any proposal by National Grid whether that was onshore or offshore.
4.10.412	Oppose the use of white pylons (if the Project was to change - e.g., due to visual impact).	National Grid uses a standard industrial grey paint colour across the majority of its assets. It is a colour we have used for several years as it provides a sympathetic balance between pylons blending into landscapes and skylines when seen from differing views and natural lighting. The new T-pylon differs in colour from the lattice pylons given its bulkier appearance. If there are areas where there are specific requirements to mitigate visual impacts and it is considered that a different paint colour may reduce the visual impact further, these will be looked at and reviewed on a case-by-case basis with the findings presented within the Environmental Statement (ES) for the Project. Through the routeing and siting exercise, we have sought to reduce the impact on landscape character and visual amenity. We are also undertaking further assessments on pylon design including consideration of visual impacts and mitigation, environmental and ecological considerations, construction, and lifetime maintenance effects. For the purposes of the initial assessment, the 2023 preferred draft alignment reflected the use of standard steel lattice pylons. The use of other pylon designs is still under consideration. We will continue to consider both landscape character and visual amenity as we develop our proposals and seek to reduce effects where practicable.
4.10.413	Suggest that a camouflage expert is consulted (regarding pylon design) and that pylons should be mirror-coated above a certain height (e.g., to minimise visual impact).	National Grid uses a standard industrial grey paint colour across the majority of its assets. It is a colour we have used for several years as it provides a sympathetic balance between pylons blending into landscapes and skylines when seen from differing views and natural lighting. The new T-pylon differs in colour from the lattice pylons given its bulkier appearance. If there are areas where there are specific requirements to mitigate visual impacts and it is considered that a different paint colour may reduce the visual impact further, these will be looked at and reviewed on a case-by-case basis with the findings presented within the Environmental Statement (ES) for the Project.
4.10.414	Suggest that pylons should be more aesthetically pleasing (e.g., work of art).	The 2024 preferred draft alignment reflects the use of standard lattice pylons. The use of other pylon designs is still under consideration, if an overhead line route is progressed. National Grid is and will continue to carry out further assessments on pylon design. Our assessments will include visual impacts and mitigation, environmental and ecological considerations, construction, and lifetime maintenance effects. Different designs in use in the UK include: • standard lattice; • lower height lattice; and • T-pylons. The findings from our assessments will be published in Appendix C of the Design Development Report (DDR) as part of our 2024 statutory consultation. We will continue to consider the use of alternative pylon types should further feedback be received from the 2024 statutory consultation. National Grid uses a standard industrial grey paint colour across the majority of its assets.

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		It is a colour we have used for several years as it provides a sympathetic balance between pylons blending into landscapes and skylines when seen from differing views and natural lighting. The new T-pylon differs in colour from the lattice pylons given its bulkier appearance. If there are areas where there are specific requirements to mitigate visual impacts and it is considered that a different paint colour may reduce the visual impact further, these will be looked at and reviewed on a case-by-case basis with the findings presented within the Environmental Statement (ES) for the Project.
Tourism		
4.10.415	Concern about the impact of the Project on tourism.	National Grid has a duty under the Electricity Act 1989 to have regard to the desirability of (amongst other things) preserving natural beauty, and to do what it reasonably can to mitigate the associated effects of new infrastructure. Through routeing and siting we have sought to avoid, as far as practicable, locations important for leisure and tourism. This includes taking forward a preferred draft route alignment which included changes to reduce effects on sites important for tourism such as Bressingham Steam Museum and Gardens. We will continue to consider these locations as we develop our proposals and seek to reduce effects, by implementing measures such as, the use of underground cables in the areas of highest amenity value (Dedham Vale Area of Outstanding Natural Beauty (AONB)), and appropriately control construction related traffic movements during the construction phase to minimise disruption to local road users. Potential impacts on leisure and tourism will be presented within a Socio-economics, Recreation and Tourism assessment which is being written up and will form part of the Environmental Impact Assessment (EIA). As part of this assessment, a range of measures are being considered throughout the construction phase of the Project to minimise disruption on leisure and tourism. These include traffic management, signage and routeing measures. These will be identified within the Environmental Statement (ES), the Outline Code of Construction Practice (CoCP) and the Outline Construction Traffic Management Plan (CTMP).
Visual Impact		
4.10.416	Concern about the cumulative effect of onshore National Grid projects within this section.	National Grid is, as part of the Environmental Impact Assessment (EIA) for the Project, undertaking a cumulative effects assessment in accordance with the Planning Inspectorate's Advice Note Seventeen 'Cumulative Effects Assessment'. We will also engage with developers of infrastructure projects and other National Grid project teams in the area to understand their development plans and to identify complementary design principles and parameters where available and if practicable.
4.10.417	Concern about the cumulative effect of the Project alongside existing overhead lines.	National Grid is, as part of the Environmental Impact assessment (EIA) for the Project, undertaking a cumulative effects assessment in accordance with the Planning Inspectorate's Advice Note Seventeen 'Cumulative Effects Assessment'. Projects of this nature are required to assess the potential environmental impacts of the proposals, and report on those, and set out proposed mitigation, in an Environmental Statement (ES) in accordance with the relevant EIA Regulations. The EIA starts early in the process and, in that respect, a considerable amount of assessment work has

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		been undertaken to allow preliminary judgements to be made about the design and routeing of the Project. This has been set out in various publications (The Corridor and Preliminary Routeing and Siting Study (CPRSS), published as part of the 2022 non-statutory consultation, the Design Development Report, 2022 Non-Statutory Consultation Feedback Report and Strategic Options Backcheck and Review, published as part of the 2023 non-statutory consultation) with feedback helping shape the preliminary proposals. Further detailed assessment work has been undertaken since the 2023 non-statutory consultation and is published in the Preliminary Environmental Information Report (PEIR) to accompany the statutory consultation stage of the Project. National Grid will be writing up its Landscape and Visual Impact Assessment (LVIA) that will, in addition to other topic specific assessments, form the latter part of the EIA for the Project. This will include a write-up of an assessment on both landscape character and visual amenity. Where likely significant effects are anticipated the LVIA will consider and identify areas where it may be necessary and appropriate to put forward potential mitigation as part of an iterative design and assessment process. For the LVIA, information will be gathered on the existing applicable environment / receptors and presented as the baseline. Any existing infrastructure (such as existing transmission lines and associated wirescapes) will form part of the baseline environment for the Project to be assessed against, to identify if significant landscape and / or visual effects are likely to arise. In the event significant effects are predicted, where possible, mitigation measures will be proposed to reduce the effect as far as practicable. The findings and conclusions of the LVIA and other topics assessments will then be considered within the cumulative impact assessment for the Project. Our 2024 statutory consultation will publish details of the Project including proposals to replace certain sections of 132 kV overhead line connection with underground cable. We will continue to liaise with UK Power Networks (UKPN) on other opportunities where the Project may facilitate opportunities for 132 kV network rationalisation.
4.10.418	Concern that the Project will be unsightly / visually intrusive (e.g., overhead lines, Cable Sealing End (CSE) compounds and substations).	The relevant National Policy Statement (NPS) is EN-5 which makes it clear that the Government considers overhead lines to be appropriate and acceptable in most instances, although it recognises that that there may be, at particularly sensitive locations, potential adverse landscape and visual impacts of an overhead line that make it inconsistent with our duties and relevant planning policy. In such cases the use of 400 kV underground cable would be adopted between carefully sited Cable Sealing End (CSE) compounds noting that such structures themselves may give rise to visual effects. The proposed East Anglia Connection Node (EACN) substation siting has also considered the potential for landscape and visual effects and whether particular sites provide greater screening or potential for screening to reduce effects. Projects of this nature are required to assess the potential environmental impacts of the proposals, and report on those, and set out proposed mitigation, in an Environmental Statement (ES) in accordance with the relevant Environmental Impact Assessment (EIA) Regulations. The EIA starts early in the process and, in that respect, a considerable amount of assessment work has been undertaken to allow preliminary judgements to be made about the design and routeing of the Project. This has been set out in various publications (The Corridor and Preliminary Routeing and Siting Study (CPRSS), published as part of the 2022 non-statutory consultation, the Design Development Report, 2022 Non-Statutory Consultation Feedback Report and Strategic Options Backcheck and Review, published as part of the 2023 non-statutory consultation) with feedback helping shape the preliminary proposals. Further detailed assessment work has been undertaken since the 2023 non-statutory consultation and is

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		published in the Preliminary Environmental Information Report (PEIR) to accompany the statutory consultation stage of the Project. National Grid will be writing up its Landscape and Visual Impact Assessment (LVIA) that will, in addition to other topic specific assessments, form the latter part of the EIA for the Project. This will include a write-up of an assessment on both landscape character and visual amenity. Where likely significant effects are anticipated the LVIA will consider and identify areas where it may be necessary and appropriate to put forward potential mitigation such as screen planting and softening as part of an iterative design and assessment process.
4.10.419	Concern that the Project will cause a negative impact on landscape / views.	The relevant National Policy Statement (NPS) is EN-5 which makes it clear that the Government considers overhead lines to be appropriate and acceptable in most instances, although it recognises that that there may be, at particularly sensitive locations, potential adverse landscape and visual impacts of an overhead line that make it inconsistent with our duties and relevant planning policy. National Grid through the routeing and siting exercise has sought to reduce the impact on landscape character and visual amenity. We will continue to consider both landscape character and amenity value as we develop our proposals and seek to reduce effects. Measures to reduce such effects have included the use of underground cables in the areas of highest amenity value such as the Dedham Vale Area of Outstanding Natural Beauty (AONB) and its setting and careful consideration of siting of infrastructure and pylons. Projects of this nature are required to assess the potential environmental impacts of the proposals, and report on those, and set out proposed mitigation, in an Environmental Statement (ES) in accordance with the relevant Environmental Impact Assessment (EIA) Regulations. The EIA starts early in the process and, in that respect, a considerable amount of assessment work has been undertaken to allow preliminary judgements to be made about the design and routeing of the Project. This has been set out in various publications (The Corridor and Preliminary Routeing and Siting Study (CPRSS), published as part of the 2022 non-statutory consultation, the Design Development Report, 2022 Non-Statutory Consultation Feedback Report and Strategic Options Backcheck and Review, published as part of the 2023 non-statutory consultation) with feedback helping shape the preliminary proposals. Further detailed assessment work has been undertaken since the 2023 non-statutory consultation and is published in the Preliminary Environmental Information Report (PEIR) to accompany the statutory consultation stage of the Project. National Grid will be writing up its Landscape and Visual Impact Assessment (LVIA) that will, in addition to other topic specific assessments, form the latter part of the EIA for the Project. This will include a write-up of an assessment on both landscape character and visual amenity. Where likely significant effects are anticipated the LVIA will consider and identify areas where it may be necessary and appropriate to put forward potential mitigation such as screen planting and softening as part of an iterative design and assessment process.
Wildlife / Ecology Impact		
4.10.420	Concern about the impact of the Project (including overhead lines) on birds.	Birds are being assessed in the biodiversity assessment which will form part of the Environmental Impact Assessment (EIA) following extensive desk study and field work. A bespoke survey scope specifically to assess collision risk with overhead lines has been agreed with Natural England targeting wintering / passage birds. Surveys

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		commenced in September 2022 with the assessment to be included within the EIA. Should adverse impact be identified, they will be minimised as far as possible, where practicable. It is anticipated that a range of habitats within the land required for the construction of the Project would provide suitable habitat to support breeding birds and particularly those associated with farmland habitat. A survey scope for breeding birds is currently being discussed with Natural England ahead of the 2024 breeding season to identify key areas and potential impact pathways. Any trees to be impacted will also be surveyed to determine their suitability to support barn owl. Following the completion of survey work, the subsequent assessment will be included within the EIA. The Biodiversity Net Gain (BNG) strategy will take into account protected/notable species such as those species mentioned. It is noted that birds are a mobile species, and it is likely that active nests may be encountered during the construction phase. Precautionary working methods for breeding birds will be included within the Outline Code of Construction Practice (CoCP) that will accompany the Development Consent Order (DCO) application.
4.10.421	Concern about the impact of overhead lines on birds flying.	Birds are being assessed in the biodiversity assessment which will form part of the Environmental Impact Assessment (EIA). A bespoke survey scope specifically to assess collision risk with overhead lines has been agreed with Natural England targeting wintering / passage birds. Surveys commenced in September 2022 with the assessment to be included within the EIA. Should adverse impact be identified, they will be minimised as far as possible, where practicable.
4.10.422	Concern about the impact of overhead lines on low flying birds such as Rails including Coot, Moorhen and starlings.	Birds are being considered through extensive desk study and field work, with an assessment to be included within the Environmental Statement (ES) or through the Habitats Regulations Assessment (HRA) process depending on potential impact pathways. The methodology has been agreed with Natural England and initial survey work results will also feed into the design.
4.10.423	Concern about the impact of overhead lines on nocturnal migrant birds such as Rails, Thrushes and Warblers.	Birds are being considered through extensive desk study and field work, with an assessment to be included within the Environmental Statement (ES) or through the Habitats Regulations Assessment (HRA) process depending on potential impact pathways. The methodology has been agreed with Natural England and initial survey work results will also feed into the design.
4.10.424	Concern about the impact of overhead lines on Ospreys (species now present in England, with a breeding program planned for Rutland).	Birds are being considered through extensive desk study and field work, with an assessment to be included within the Environmental Statement (ES) or through the Habitats Regulations Assessment (HRA) process depending on potential impact pathways. The methodology has been agreed with Natural England and initial survey work results will also feed into the design.
4.10.425	Concern about the impact of overhead lines on passerine's (perching birds).	Birds are being considered through extensive desk study and field work, with an assessment to be included within Environmental Statement (ES) or through the Habitats Regulations Assessment (HRA) process depending on potential impact pathways. The methodology has been agreed with Natural England and initial survey work results will also feed into the design.
4.10.426	Concern about the impact of overhead lines on Red Kites	Birds are being considered through extensive desk study and field work, with an assessment to be included within the Environmental Statement (ES) or through the Habitats Regulations Assessment (HRA) process depending on

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	(they have a large wingspan and a tendency to glide so run the risk of electrocution by collision) particularly in areas where lines pass through farmers' fields (e.g., Forncett South Norfolk).	potential impact pathways. The methodology has been agreed with Natural England and initial survey work results will also feed into the design.
4.10.427	Concern about the impact of overhead lines on starling murmurations.	Birds are being considered through extensive desk study and field work, with an assessment to be included within the Environmental Statement (ES) or through the Habitats Regulations Assessment (HRA) process depending on potential impact pathways. The methodology has been agreed with Natural England and initial survey work results will also feed into the design.
4.10.428	Concern about the impact of overhead lines strung across rivers or lakes on swans (as they usually require long stretches of water for take-off and landing and have difficulty maneuvering in flight).	Collision risk for birds (including swans) has been considered at key crossings of watercourses / waterbodies. The methodology has been agreed with Natural England with an assessment to be included within Environmental Statement (ES) or through the Habitats Regulations Assessment (HRA) process depending on potential impact pathways.
4.10.429	Concern about the impact of the Project on Shelduck and Redshank Wigeon, Knot, Black-Tailed Godwit, Bar-Tailed Godwit, Dark-Bellied Brent Geese and Knot (birds that are dependent on the area for their survival).	Birds are being considered through extensive desk study and field work, with an assessment to be included within the Environmental Statement (ES) or through the Habitats Regulations Assessment (HRA) process depending on potential impact pathways. The methodology has been agreed with Natural England and initial survey work results will also feed into the design.
4.10.430	Concern regarding grazing birds where their tendency is to leave grazing grounds and return to roosting areas on a daily basis.	Birds are being considered through extensive desk study and field work, with an assessment to be included within the Environmental Statement (ES) or through the Habitats Regulations Assessment (HRA) process depending on potential impact pathways. The methodology has been agreed with Natural England and initial survey work results will also feed into the design.
4.10.431	Concern regarding the impact of the Project on badgers.	Based on the suitability of habitats and rural location of most of the Project, it is envisaged that badgers (Meles meles) are widespread throughout the areas required for construction and operation related activities. Given the length of programme and the fact that badger setts can appear (as well as be abandoned) at any time, it is proposed that a survey as part of the Environmental Impact Assessment (EIA) will focus on main badger setts as well as existing data from local record centres. Further badger survey work relating to all other badger setts would be

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		undertaken as part of the pre-construction works post submission of the Development Consent Order (DCO) application to ensure adherence to legislation and animal welfare. Pre-construction surveys and sett classifications will be undertaken and, where appropriate, agreed working practices will be set out in the Outline Code of Construction Practice (CoCP) and necessary Natural England licences obtained. These measures will be implemented to minimise potential impacts on badgers as far as practicable.
4.10.432	Concern regarding the impact of the Project on bats (as pylons and overhead lines will be in their flight path and impact their navigation by sonar), including the following species: Noctule, Barbastelle, Pipistrelle, Long Eards, Seratine and Natterers.	Bats are being assessed in the biodiversity assessment as part of the Environmental Impact Assessment (EIA). Detailed bat activity surveys are underway and will continue into 2024 to identify key foraging and commuting routes for bats. Habitat found to support a wide range of bat species (including barbastelle *(Barbastella barbastellus))* has been avoided where practicable within detailed routeing and where impact is unavoidable mitigation will be implemented. In the instance the loss of a tree(s) with potential to support roosting bats cannot be avoided, then these would be inspected / surveyed in accordance with the Bat Conservation Trust guidelines (2023) and appropriate mitigation implemented.
4.10.433	Concern regarding the impact of the Project on foxes.	Foxes are not protected for conservation purposes in England; however, they will be considered in line with animal welfare reasons.
4.10.434	Concern that birds of prey will be impacted by the Project (e.g., overhead line frequencies / disturbance).	Birds of prey are being considered through desk study and survey work, with a subsequent assessment to be included within the Environmental Impact Assessment (EIA). Bespoke surveys to identify trees with the potential to support barn owl will be undertaken in 2023/2024 in combination with a suite of breeding, wintering and passage bird surveys. All bird survey scopes either have been agreed or are currently in discussion with Natural England. The Biodiversity Net Gain (BNG) strategy will take into account protected/notable species of birds of prey providing additional habitat for prey species to increase food resource. It is also well documented that certain species, notably Peregrine, Hobby, Kestrel and Tawny Owl utilise pylons as artificial nesting opportunities.
4.10.435	Concern that the Project will have a negative impact on bees / Bees will be unable to navigate under high voltage overhead lines.	Bees can be affected if the hive is under (or very close to) a power line and the hive becomes charged. This can be eliminated by screening or earthing the hive. Other than that effect, there does not seem to be evidence of Electric and Magnetic Fields (EMFs) or overhead lines adversely affecting bees. In the United States of America, the strip of land along power lines, have been shown to be particularly attractive to bees. Additionally, National Grid has worked with the British Beekeeping Association to establish hives around our sites, including high voltage substations, which have thrived. Embedded design measures will avoid any potential effects.
4.10.436	Concern that the Project will result in a negative impact on flora / plants / woodlands / hedgerows.	Through routeing and siting National Grid has sought to and will continue to reduce as far as practicable potential impacts on biodiversity including priority grassland, wetland, woodland, and hedgerow habitats. The process of route design takes account of existing biodiversity, the natural environment and, where practicable, seeks to reduce potential impacts on areas of ecological sensitivity, through avoidance or mitigation.

Ref no.	Summary of matters raised	National Grid's response
		The Environmental Impact Assessment (EIA) for the Project will assess the effects on important ecological receptors (which includes grasslands, wetlands, woodlands and hedgerows). As part of the EIA process for the Project, a suite of ecological surveys has been and will continue to be undertaken. The findings of which will inform the design and approach to mitigation. We will continue to engage with Natural England and Local Planning Authorities (LPAs) on aspects relating to biodiversity and the natural environment, including appropriate mitigation measures and techniques, and to take their views into account as the Project continues to develop. The Environment Act 2021 introduces a mandatory requirement for 10% Biodiversity Net Gain (BNG) for new Development Consent Order (DCO) developments (which is not yet in force). We have committed to deliver Net Gain of at least 10% or greater in environmental value (including BNG) on all construction projects. The Net Gain target for the Project is currently voluntary and aligned with our corporate sustainability commitment. As well as seeking to avoid and minimise impacts to nature, the Project will consider the land required for mitigation, compensation and enhancement that can deliver BNG and wider environmental benefits, which will be identified as the Project design develops. This may require delivery of offsite Biodiversity Units via habitat creation or enhancement actions in strategic areas, and we will consider all options that are available to us.
4.10.437	Concern that the Project will result in a negative impact on protected species (also use specific code if species is provided).	Through routeing and siting National Grid has sought and will continue to reduce as far as practicable potential impacts on biodiversity including protected species. The process of routeing takes account of existing biodiversity, the natural environment and, where practicable, seeks to reduce potential impacts on areas of ecological sensitivity including protected species and their associated habitats, through avoidance or mitigation. A comprehensive survey effort for a range of protected species is currently underway with surveys proposed to continue throughout 2024. The Environmental Impact Assessment (EIA) for the Project will assess the effects on protected species based on this baseline information and where/if required appropriate mitigation measures will be detailed. We will continue to engage with Natural England and Local Planning Authorities (LPAs) on aspects relating to biodiversity and the natural environment, including appropriate mitigation measures and techniques for protected species and to take their views into account as the Project continues to develop. Where/if necessary, we will seek to obtain letters of no impediment from Natural England by producing draft protected licences in advance of Development Consent Order (DCO) examination, which will ensure legal compliance and best practice guidance are adhered to and ensure that Natural England agree with our mitigation approach.
4.10.438	Concern that the Project will result in a negative impact on river ecology.	Through routeing and siting National Grid has sought and will continue to reduce as far as practicable potential impacts on biodiversity including river ecology. The process of routeing takes account of existing biodiversity, the natural environment and, where practicable, seeks to reduce potential impacts on areas of ecological sensitivity such as river corridor habitats and any associated protected species, through avoidance or mitigation. As part of the Environmental Impact Assessment (EIA) process for the Project, a suite of ecological surveys has been and will continue to be undertaken throughout 2024 including along river corridors. The EIA for the Project will assess the effects on biodiversity and where required appropriate mitigation measures. We will continue to engage with Natural England, the Environment Agency and Local Planning Authorities (LPAs) on aspects relating to river ecology, including appropriate mitigation measures and techniques and to take their views into account as the Project continues to develop.

Ref no.	Summary of matters raised	National Grid's response
		The Environment Act 2021 introduces a mandatory requirement for 10% Biodiversity Net Gain (BNG) for new Development Consent Order (DCO) developments (which is not yet in force). We have committed to deliver Net Gain of at least 10% or greater in environmental value (including BNG) on all construction projects including for river ecology. The Net Gain target for the Project is currently voluntary and aligned with our corporate sustainability commitment. As well as seeking to avoid and minimise our impacts to nature, the Project will consider the land required for watercourse mitigation, compensation and enhancement that can deliver BNG and wider environmental benefits, which will be identified as the Project design develops. This may require delivery of offsite Biodiversity Units via habitat creation or enhancement actions in strategic areas, and we will consider all options that are available to us.
4.10.439	Concern that the Project will result in a negative impact on wildlife / habitats.	Through routeing and siting, National Grid has sought and will continue to reduce as far as practicable potential impacts on biodiversity. The process of route design takes account of existing biodiversity, the natural environment and, where practicable, seeks to reduce potential impacts on areas of ecological sensitivity, through avoidance or mitigation. The Environmental Impact Assessment (EIA) for the Project will assess the impact and subsequent effects on biodiversity and if necessary, the mitigation requirements, such as habitat creation. We will continue to engage with Natural England on aspects relating to biodiversity and the natural environment, including appropriate mitigation measures and techniques, to take their views into account as the Project continues to develop. The Environment Act 2021 introduces a mandatory requirement for 10% Biodiversity Net Gain (BNG) for new Development Consent Order (DCO) developments (which is not yet in force). National Grid has committed to deliver Net Gain of at least 10% or greater in environmental value (including BNG) on all construction projects. The Net Gain target for the Project is currently voluntary and aligned with our corporate sustainability commitment. As well as seeking to avoid and minimise our impacts to nature, the Project will consider the land required for mitigation, compensation and enhancement that can deliver BNG and wider environmental benefits, which will be identified as the Project design develops. This may require delivery of offsite Biodiversity Units via habitat creation or enhancement actions in strategic areas, and we will consider all options that are available to us.
4.10.440	Concern that the Project will undermine Suffolk and Norfolk's role in the national Nature Recovery Strategy.	National Grid is aware of the emerging Nature Recovery Network Strategy however no details have currently been made available. As and when the draft strategy is released we are committed to working with both Norfolk and Suffolk authorities to ensure any impacts, where practicable, are avoided and/or mitigated for.
4.10.441	Criticism that on similar projects National Grid have not marked overhead lines near 'hotspots' during routine maintenance (regarding bird strikes).	Birds are being considered through extensive desk study and field work, with an assessment to be included within the Environmental Statement (ES) or through the Habitats Regulations Assessment (HRA) process depending on potential impact pathways. The methodology has been agreed with Natural England and initial survey work results will also feed into the design.

Ref no.	Summary of matters raised	National Grid's response
4.10.442	Suggest ecological enhancements as part of the Project.	The Environment Act 2021 introduces a mandatory requirement for 10% Biodiversity Net Gain (BNG) for new Development Consent Order (DCO) developments (which is not yet in force). National Grid has committed to deliver Net Gain of at least 10% or greater in environmental value (including BNG) on all construction projects. The Net Gain target for the Project is currently voluntary and aligned with our corporate sustainability commitment. As well as seeking to avoid and minimise our impacts to nature, the Project will consider the land required for mitigation, compensation and enhancement that can deliver BNG and wider environmental benefits, which will be identified as the Project design develops. This may require delivery of offsite Biodiversity Units via habitat creation or enhancement actions in strategic areas, and we will consider all options that are available.
4.10.443	Suggest target for Biodiversity Net Gain (BNG) for the Project (e.g., 10%).	The Environment Act 2021 introduces a mandatory requirement for 10% Biodiversity Net Gain (BNG) for new Development Consent Order (DCO) developments (which is not yet in force). National Grid has committed to deliver Net Gain of at least 10% or greater in environmental value (including BNG) on all construction projects. The Net Gain target for the Project is currently voluntary and aligned with our corporate sustainability commitment. As well as seeking to avoid and minimise our impacts to nature, the Project will consider the land required for mitigation, compensation and enhancement that can deliver BNG and wider environmental benefits, which will be identified as the Project design develops. This may require delivery of offsite Biodiversity Units via habitat creation or enhancement actions in strategic areas, and we will consider all options that are available to us.
4.10.444	Suggests that the east coast wetlands should be protected as they collect rainfall, control water flow into rivers and streams, protect surrounding areas from flooding and capture and store carbon.	The Project will secure measures to maintain existing hydrological function and land drainage regimes on land within the draft Order Limits. These measures will be informed by the hydrology and ecology impact assessments that will be undertaken to inform the Environmental Statement (ES) that will be produced.
4.10.445	What consideration has National Grid given to the East Atlantic Flyway (the migratory bird superhighways which crosses this area and is being considered as a United Nations Educational, Scientific and Cultural Organisation (UNESCO) world heritage site)? Concern about the impact of the Project on the East Atlantic Flyway migratory bird route.	National Grid, through the routeing and siting exercise, has sought to avoid Special Protection Area (SPA) and Ramsar sites. The east coast is partly made up of various sites of ornithological interest that form Special Protection Areas and Ramsar sites. These are statutory sites of international importance for birds that are part of the reason for the inclusion of the East Atlantic Flyway: England East Coast Wetlands site on the United Nations Educational, Scientific and Cultural Organisation (UNESCO) tentative list. They will be considered through the Habitats Regulations Assessment process that will involve a robust desk study, bird surveys and consultation with Natural England and will be addressed within the Environmental Statement (ES).

Section A: South Norfolk Feedback

Figure 4.18- South Norfolk section map

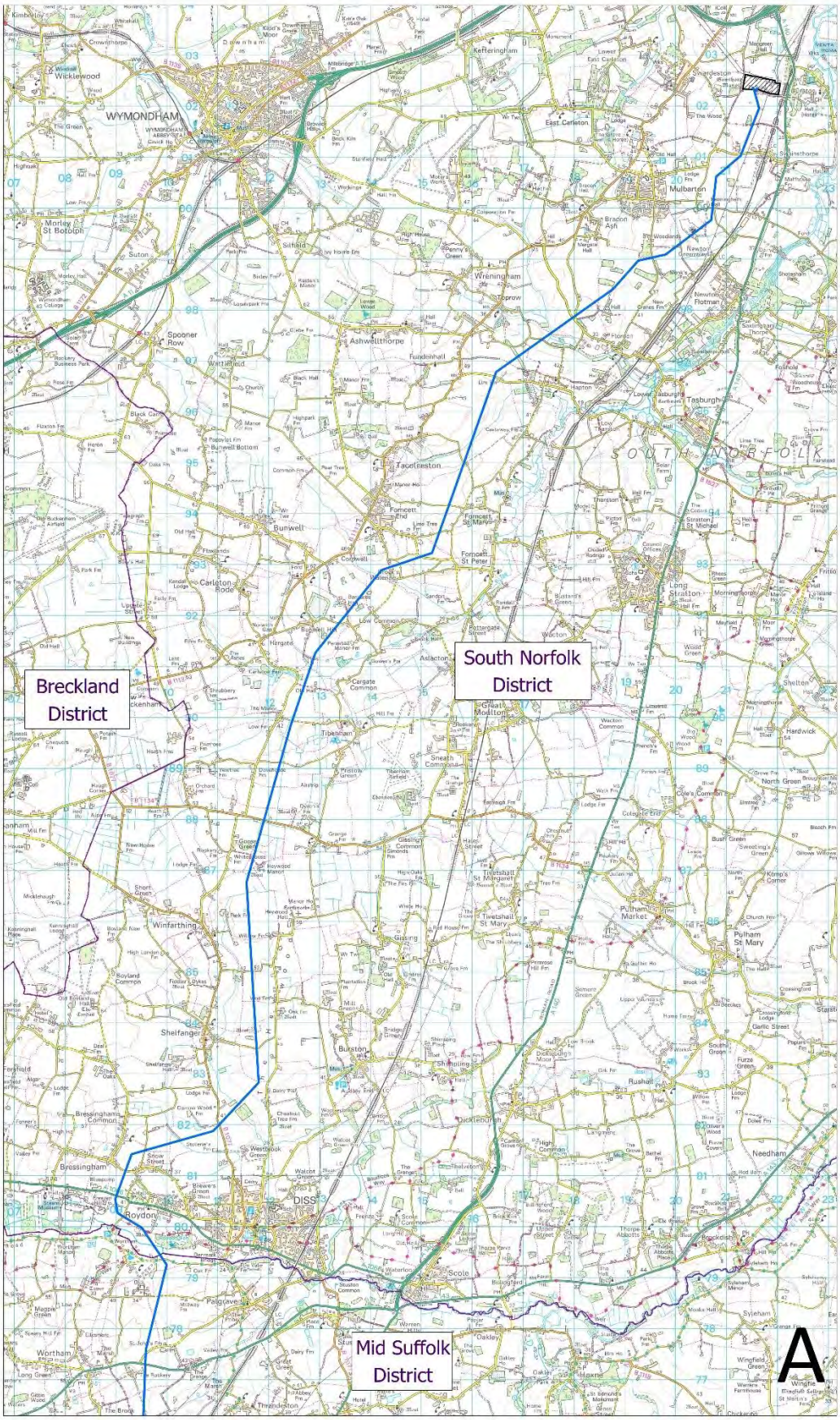


Table 4.11- Summary of consultee comments on **Section A: South Norfolk** and National Grid's response

Ref no.	Summary of matters raised	National Grid's response
Agricultural Land		
4.11.1	Concern that the Project will take away valuable agricultural land / disrupt farming operations.	National Grid is and will continue to work with all landowners including farmers who may be affected by the proposals to understand the impacts on their operations and to work with them as the Project is developed. We will seek to work with the farming community to limit disruption where practicable. This includes providing prior warning of works which may result in the need to move livestock. Compensation claims for disturbance are considered on a case-by-case basis, if negative impact on farming operations can be proven. Particular agricultural matters can also be addressed through voluntary land agreements.
4.11.2	Concerned that the Project will have a negative impact on agricultural livestock (e.g., farm animals grazing).	National Grid is and will continue to work with all landowners including farmers and equestrian facilities who may be affected by the proposals to understand the impacts on their operations and to work with them as the Project is developed. We will seek to work with the farming community to limit disruption where practicable. This includes providing prior warning of works which may result in the need to move livestock. Compensation claims for disturbance are considered on a case-by-case basis, if negative impact on farming operations can be proven. Particular agricultural matters can also be written into voluntary land agreements. There will also be mitigation put in place where animal grazing maybe affected. As well as possible effects on humans, possible effects of Electric and Magnetic Fields (EMFs) on various animals have been studied a number of times. No detectable effects of EMFs have been found on, for example, health, milk production, fertility, and behaviour. This is confirmed in National Policy Statement (NPS) EN-5 which states: *'There is little evidence that exposure of crops, farm animals or natural ecosystems to transmission line EMFs has any agriculturally significant consequences.'*
Airfields		
4.11.3	Concern about the impact of the Project on Old Buckenham Airfield / Suggestion that the Project is routed away from Old Buckenham Airfield.	National Grid has appointed an independent aviation consultancy which has engaged with (with National Grid also present) Old Buckenham Airfield and Priory Farm Airfield. As a Civil Aviation Authority (CAA) licensed airfield it has a defined safeguarding area within which all proposed developments within 13 nautical miles (24 km) and above 15 metres in height are subject to consultation with the airfield. Following discussion and further assessment it has been determined that the airfield can continue to operate based on the Project design as per the proposed 2024 preferred draft alignment. The overhead line will not breach the obstacle clearance surface limits required under its CAA aerodrome licence nor have any other operational impacts on the airfield. We will continue to engage with nearby airfields and associated stakeholders – such as the Ministry of Defence, as appropriate throughout the project development process.
4.11.4	Concern about the impact of the Project on Priory Farm Airfield / Suggestion that the	National Grid has appointed an independent aviation consultancy which has engaged with (with National Grid also present) Priory Farm Airfield. Following discussion and further assessment it has been determined, with the Project as currently proposed, that the airfields can continue to operate. We will continue to engage with nearby airfields as appropriate throughout the project development process.

Ref no.	Summary of matters raised	National Grid's response
	Project is routed away from Priory Farm Airfield.	
4.11.5	Suggest routeing away from Tibenham Airfield.	National Grid has appointed an independent aviation consultancy which has engaged with (with National Grid also present) Tibenham Airfield. Following discussion and further assessment it has been determined, with the Project as currently proposed, that the airfield can continue to operate. We will continue to engage with nearby airfields as appropriate throughout the project development process.
Community / Social Impact		
4.11.6	Concern about disruption generally (no details given).	National Grid is completing the Environmental Impact Assessment (EIA) for the Project. The results of this assessment will be provided in the Environmental Statement (ES) that will accompany the Development Consent Order (DCO) application. The ES will identify and assess the likely significant effects on the environment resulting from the construction of the Project and will recommend appropriate mitigation measures (in consultation with relevant stakeholders) to reduce potential effects. Should consent be granted in 2026, it is anticipated that access and construction of the Project would commence in 2027, starting with enabling workings including site clearance activities, the installation of construction compounds and access roads. It is expected the main construction works will continue through to 2031. While the phasing of the construction programme is yet to be confirmed, it will be programmed and sequenced to reduce disruption to the local surroundings and the environment, residents, businesses and roads users as far as practicable. Further information will be presented in the ES. An Outline Code of Construction Practice (CoCP) and an Outline Construction Traffic Management Plan (CTMP) will be prepared and submitted with the DCO application. These documents will provide commitments to reduce construction impacts together with a framework for detailed management plans to be prepared at detailed design stage in order to reduce and mitigate potential impacts and / or disruptions that may arise during the construction phase.
4.11.7	Concern about the impact of the Project on children / families / residents / communities.	National Grid recognises people may have concerns about the potential impacts of living close to an overhead line, and that the uncertainty whilst the proposals are developed may cause anxiety. We have sought to reduce potential effects on communities, residents – including children - through routeing and design. We have also sought to reduce concern or uncertainty about the proposals through making timely design decisions and engaging with people and stakeholders throughout the development of the Project. The Project team will continue to engage with people potentially affected during the development of the Project, through regular communication including letters, phone calls and meetings. This will enable concerns to be raised and discussed at an early opportunity and provide a regular point of contact to respond to queries and concerns. We urge anyone with concerns to get in touch through the Norwich to Tilbury Freephone number, address or email throughout the development of the Project: • **Call our Community Helpline:** 0800 915 2497 (Lines are open Monday to Friday 9am-5:30pm) • **Email us:** contact@n-t.nationalgrid.com

Ref no.	Summary of matters raised	National Grid's response
		• **Write to us:** FREEPOST N TO T (No stamp or further address details are required) National Grid wants to leave a lasting positive impact where we build our projects, to help those areas and communities thrive and to support a sustainable future. Our Responsible Business Charter sets out our commitments and ensures that responsibility is woven through everything we do. It focusses on five key areas where we believe we can really make a difference: the environment, our communities, our people, the economy, and our governance. In addition, the Government recently ran a consultation seeking views on how community benefits should be delivered for communities that host onshore electricity transmission infrastructure. We will continue to work with the Government and regulator as they define the details of these schemes emerging from the consultation and, once published, will work to understand what this means for our projects.
4.11.8	Concern about the impact of the Project on leisure.	National Grid has a duty under the Electricity Act 1989 to have regard to the desirability of (amongst other things) preserving natural beauty, and to do what it reasonably can to mitigate the associated effects of new infrastructure. Through routeing and siting we have sought to avoid, as far as practicable, locations important for leisure and tourism. We will continue to consider these locations as we develop our proposals and seek to reduce effects, by implementing measures such as the use of underground cables in the areas of highest amenity value (Dedham Vale Area of Outstanding Natural Beauty (AONB)), and appropriately control construction related traffic movements during the construction phase to minimise disruption to local road users. Where impacts on leisure and tourism are identified, these will be presented within a Socio-economics, Recreation and Tourism assessment which is being written up and will form part of the Environmental Impact Assessment (EIA). As part of this assessment, a range of measures are being considered throughout the construction phase of the Project to minimise disruption on leisure and tourism. These include traffic management, signage and routeing measures. These will be identified within the Environmental Statement (ES), the Outline Code of Construction Practice (CoCP) and the Outline Construction Traffic Management Plan (CTMP).
4.11.9	Concern about the over development of the area (e.g., cumulative impact).	With regards to multiple developments impacting specific areas and / or receptors, planning applications for each development would be considered on their own merit by the relevant determining authorities. Any such application would be considered in accordance with planning policy and considerations, such as scale, suitability, and need. Where there is certainty of a development (such as a new residential development, an offshore wind farm and its associated onshore equipment etc) being constructed, and there is adequate information in the public domain to understand the impacts of that development on the receiving environment, these will be considered within the cumulative effects assessment of the Project. The cumulative effects assessment will follow the Planning Inspectorate's Advice Note 17 'Cumulative Effects Assessment' and will be presented in the Environmental Statement (ES). National Grid will continue to engage with other developers who are proposing development in proximity of the Project to understand their requirements.
4.11.10	Concern about the impact of the Project on the operation of Priory Farm Airfield and	National Grid has appointed an independent aviation consultancy which has engaged with (with National Grid also present) Priory Farm Airfield and Tibenham Airfield. Following this engagement and further assessment it has been determined, with the Project as currently proposed, that the airfields can continue to operate.

Ref no.	Summary of matters raised	National Grid's response
	Tibenham Airfield (regarding flightpaths, limiting types of aircraft, emergency landing procedures and communications equipment, hosting of events).	We will continue to engage with nearby airfields as appropriate throughout the project development process.
4.11.11	Concern about the Project being in too close proximity to recently built housing developments / land being considered for potential future development.	National Grid has obtained information on development proposals within the planning system. In some cases development proposals can be amended to be designed around our proposed infrastructure but in other cases our proposals may need to be amended at a corridor level or proposed developments factored into our detailed route design. Based on known information, and in light of changes made following consideration of feedback to the 2023 non-statutory consultation, we consider our proposals are consistent with relevant policy and guidelines and the alignment designed such that they do not prevent proposed housing developments. UK law does not prescribe minimum distances between overhead lines and homes, but any implications on landscape and visual receptors, residential amenity or from concerns about electromagnetic fields are robustly assessed as part of the Environmental Impact Assessment (EIA) and balanced as part of the decision making process. We will continue to review planning applications and engage with developers to back check and update our proposals as necessary.
4.11.12	Concern about the Project causing communities to become encircled by overhead lines.	The 2024 preferred draft alignment has been routed to achieve some separation from the existing 400 kV overhead line, such that villages are not encircled by overhead lines to both sides. Separation is inevitably reduced in certain locations due to the presence of constraints to routeing and environmental features. Detailed assessment reported in the Environmental Impact Assessment (EIA) will identify any measures considered to be necessary to reduce likely significant effects which will also consider the potential for effects potentially arising from close paralleling existing 132 kV overhead line and new 400 kV overhead line infrastructure.
4.11.13	Concern that overhead line splits the Forncetts.	National Grid notes the respondent's feedback but also notes there is no policy context that gives weight to effects that may position the Project between individual villages. National Grid has carefully considered alternatives to the 2023 preferred draft alignment. This includes reviewing alternatives previously considered less preferred. In the absence of new information, National Grid considers the reasons set out in the 2023 Design Development Report (DDR) which was published as part of the 2023 non-statutory consultation to remain valid. For these reasons we are not currently proposing a change to the 2023 preferred draft alignment in this location, however we will continue to make changes to the 2024 preferred draft alignment as we receive further feedback and as the Project develops.
4.11.14	Concern that the Project will result in additional connections to the Norwich Main Substation (from wind farms, solar farms, and Battery Energy Storage Schemes) impacting the villages of Swardeston, Swainsthorpe and Mangreen.	Customers would have to present proposals that are acceptable in planning terms including consideration of cumulative impacts where appropriate. National Grid Electricity Transmission responds to the consequences of Government energy policy which is driving a transition to new low carbon generation sources. Customer connections are offered (by the Electricity System Operator (ESO)) and signed based on the customers' requirements and the ability of the system to perform against the required standards. Customers are offered connection points based on system studies at the time of application, the customer has the ability to modify the application if they wish to. In this case it is for the customer to follow the appropriate process to seek a connection rather than a connection being made available as an integral part of the Project.

Ref no.	Summary of matters raised	National Grid's response
4.11.15	Concerned that the Project will have a negative impact on domestic horses / equestrian activities.	As well as possible effects on humans, possible effects of Electric and Magnetic Fields (EMFs) on various animals have been studied a number of times. No proven effects of EMFs have been found in any species at levels below the guidelines. This is confirmed in National Policy Statement (NPS) EN-5 which states: *'There is little evidence that exposure of crops, farm animals or natural ecosystems to transmission line EMFs has any agriculturally significant consequences.'.* Although horses are not directly mentioned, there is no evidence to suggest they are any different to farm animals. As well as the possible direct biological or health effects addressed above, indirect effects such as microshocks can occur as a result of electric fields. Microshocks are small spark discharges which are similar to a static shock after walking across a nylon carpet for example. The Project will be designed in accordance with the principles of the Government's Code of Practice *'Power Lines: Control of Microshocks and other indirect effects of public exposure to electric fields'* to ensure these are mitigated, with particular focus on equestrian activities.
Construction Impacts		
4.11.16	Concern about disruption from construction.	National Grid is undertaking an Environmental Impact Assessment (EIA) for the Project. The results of this assessment will be provided in the Environmental Statement (ES) that will accompany the Development Consent Order (DCO) application. The ES will identify and assess the likely significant effects on the environment resulting from the construction of the Project and will recommend appropriate mitigation measures (in consultation with relevant stakeholders) to reduce potential effects. Should consent be granted in 2026, it is anticipated that access and construction of the Project would commence in 2027, starting with enabling workings including site clearance activities, the installation of construction compounds and access roads. It is expected the main construction works will continue through to 2031. While the phasing of the construction programme is yet to be confirmed, it will be programmed and sequenced to reduce disruption to the local surroundings and the environment, residents, businesses and roads users as far as practicable. Further information will be presented in the ES. An Outline Code of Construction Practice (CoCP) and an Outline Construction Traffic Management Plan (CTMP) will be prepared and submitted with the DCO application. These documents will provide commitments to reduce construction impacts together with a framework for detailed management plans to be prepared at detailed design stage in order to reduce and mitigate potential impacts and / or disruptions that may arise during the construction phase.
4.11.17	Concern about the feasibility of the Project at Carleton Fen (RG049) due to underlying ground and geology	As part of the ongoing Project development more detailed ground investigation will be undertaken and fed into the development process. This information will be held and continue to be referenced throughout the lifecycle of the Project design.
4.11.18	Concern about the impact on traffic levels in local area caused by construction works (e.g., construction traffic	National Grid will work closely with the relevant authorities and their highways teams to understand and gain information on the local road network. This information will be used to inform and guide the drafting of the Outline Construction Traffic Management Plan (CTMP) for the Project. The Outline CTMP will define the local road network to be used for construction traffic movements, highlight any restrictions to such movement and if required control

Ref no.	Summary of matters raised	National Grid's response
	travelling along local roads, road closures, etc).	working patterns and timings to ensure impacts to other road users from construction traffic related to the Project is minimised as far as practicable.
4.11.19	Concern about noise and other disturbances resulting from construction (e.g., mud on roads, dust).	National Grid is undertaking an Environmental Impact Assessment (EIA) for the Project. The results of this assessment, which covers noise and other potential effects such as air quality, will be provided in the Environmental Statement (ES) that will accompany the Development Consent Order (DCO) application. The ES will identify and assess the likely significant effects on the environment resulting from the construction of the Project and will recommend appropriate mitigation measures (in consultation with relevant stakeholders) to reduce potential effects. We will be writing up our noise and vibration assessment that will form part of the EIA. Noise levels and the effect on residential properties as well as other sensitive areas, such as hospitals and schools are carefully considered during Project development, assessed according to the appropriate UK standards, and mitigated where necessary. We set strict technical standards for the equipment we install on our network. These standards include requirements to ensure the occurrence of audible noise is eliminated or minimised as far as practicable. Therefore, with appropriate mitigation, significant adverse effects from noise are not expected. As part of the DCO application, an Outline Code of Construction Practice (CoCP) and Outline Construction Traffic Management Plan (CTMP) will be submitted which will outline the good practice and standard control measures to reduce and mitigate potential impacts and / or disruptions that may arise during the construction phase. Many of the control measures will be based on the results from a Dust Risk Assessment (undertaken in accordance with Institute of Air Quality Management (IAQM) guidance) and will likely include wheel washing of vehicles and the correct and tidy management of works areas to reduce, as far as practicable, dust and mud entering the local road network in the form of 'track-out'.
4.11.20	Concern about the impact of construction on pollution and the water table (e.g., risk of flooding).	The potential for Project construction activities to cause pollution of the water environment and to increase flood risk are being assessed within the Environmental Statement (ES) and the Flood Risk Assessment (FRA) that will be prepared. The Project will secure good practice and will embed design measures to reduce pollution risks and mitigate for the potential to increase flood risk, and these will be agreed with the Environment Agency and Lead Local Flood Authority.
4.11.21	Concern that heavy construction vehicles will damage and / or block drainage systems resulting in flooding in the Tas Valley.	Prior to construction, surveys will be undertaken to identify drainage systems within working corridors. The Project will secure a commitment to maintain the functionality of these systems, or provide for temporary alternative drainage measures, such that there is no increase in surface water flood risk within or downstream of working areas.
4.11.22	Concern that local road infrastructure is not suitable for heavy construction vehicles and machinery.	Construction access, egress and associated traffic routes are being considered and discussed with the appropriate local and national highways authorities. The detailed proposals will be consulted on during the 2024 statutory consultation.

Ref no.	Summary of matters raised	National Grid's response
Consultation		
4.11.23	Comment supportive of the Project (generally).	National Grid notes the respondent's feedback.
4.11.24	Criticism that information given at the Langham consultation appeared to contradict consultation documentation (e.g., Width of trenching, depth of trenching, width of construction swathe for trenching and horizontal directional drilling etc).	The National Grid project team endeavours to provide consistent and accurate information and to respond to queries at all stages of consultation. While detailed information relating to construction was not available at the 2023 non-statutory consultation it will be provided at the 2024 statutory consultation.
4.11.25	Criticism that the Tasburgh Village Hall as a venue for a consultation event (e.g., too small / poor acoustics which made it difficult for those with hearing problems).	This feedback on the venue is noted and will be taken in consideration when booking venues for the 2023 statutory consultation. The Project team tried to ensure consultation was accessible for local communities and held 12 public consultation events along the route of the 2023 preferred draft alignment, including at least one in each local authority area. The Project team had to balance a number of factors when booking the consultation venues, including availability and selecting larger venues along the route to ensure everyone who wanted to attend could be accommodated. National Grid also held a series of online webinars which provided further opportunities for people to find out the same information and ask questions.
Design Change		
4.11.26	Suggest that underground cables are used for the Project east of Wortham Ling where the Project crosses the Waveney Valley / suggest that underground cable are used near to the Waveney Valley.	National Grid continues to investigate the development of the appropriate design solution in the vicinity of the Waveney Valley via a range of investigations. Pending the outcome of those investigations the baseline remains the use of overhead lines as set out in the 2023 non-statutory consultation. However, for the 2024 statutory consultation we are proposing to also consult on a Waveney Valley Alternative which includes a section of underground cable between approximately RG084 and RG091. Whether this is ultimately taken forward (or taken forward in an amended form) will be informed by consideration of landscape and visual, ecology and heritage effects along with the findings of technical and ground investigations amongst a range of factors including feedback received. We will continue to make changes to the 2024 preferred draft alignment as we receive further feedback and as the Project develops.
4.11.27	Criticism of deviation from original route over Wortham Ling (criticism of putting nature over human life / health).	National Grid has developed the 2023 draft preferred alignment informed by feedback and the findings of environmental investigations. These point to a clear rationale for the change made as set out in the Design Development Report (DDR) published as part of the 2023 non-statutory consultation. The effects expected to arise are set out in the Preliminary Environmental Information Report (PEIR) and include effects on health and well-being. We note the respondent's preference but in the absence of additional information do not propose to change the 2023

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		preferred draft alignment but we will continue to make changes to the 2024 preferred draft alignment where practicable as we receive further feedback and as the Project develops.
4.11.28	Criticism that work has already begun in Diss.	As our design progresses, a number of more intrusive surveys have to be undertaken, no work has commenced on any temporary or permanent aspect of this Project however surveys such as boreholes have commenced in order to gain more knowledge of the areas we are proposing the Project to pass through. This information is used to further develop our design proposals.
4.11.29	Objection to the change of swathe (from the 2022 corridor) as requested by the Bressingham steam museum.	National Grid has developed the 2023 draft preferred alignment informed by feedback and the findings of environmental investigations. These point to a clear rational for the change made as set out in the Design Development Report (DDR) published as part of the 2023 non-statutory consultation. We note the respondent's preference but in the absence of additional information do not propose to change the 2023 draft preferred alignment but we will continue to make changes to the 2024 preferred draft alignment where practicable as we receive further feedback and as the Project develops.
4.11.30	Oppose alternative route at pylon RG084 at Fen Street if the Project were to be routed further to the west (if the Project was to change).	National Grid notes the respondent's preference not to adopt the previously presented corridor south from RG084. No change is currently proposed at this location but we will continue to make changes to the 2024 preferred draft alignment where practicable as we receive further feedback and as the Project develops.
4.11.31	Oppose diversion of the Project east along Wortham Ling (from previous route).	Whilst noting the respondent's preference, in the absence of new evidence National Grid considers that its previous decision making, set out in the Design Development Report (DDR) published as part of the 2023 non-statutory consultation remains valid. We therefore are not currently proposing a change to the 2023 preferred draft alignment in this location, however we will continue to make changes to the 2024 preferred draft alignment as we receive further feedback and as the Project develops.
4.11.32	Oppose the use of underground cables.	National Grid has carefully considered the feedback received during the 2022 and 2023 non-statutory consultations, the alternatives available, and other factors including our duties and obligations. These duties include balancing the need to be economic and efficient, which includes keeping costs down in the interests of the bill-paying consumers, with a duty to have regard to preserving amenity, which includes the natural environment, cultural heritage, landscape and visual quality, National Policy Statement (NPS) EN-5 makes clear that '*the Government's position that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or Areas of Outstanding Natural Beauty)'.* The NPS also confirms that widespread and significant adverse landscape and/or visual impacts in other locations may also justify the use of undergrounding. We may also adopt underground cables in other circumstances such as to cross existing 400 kV overhead line infrastructure. Where the installation of underground cables is required in lieu of overhead lines, the design of the Project will incorporate suitable consideration of the existing environment, ecology and site ground conditions based on site specific survey data. This would mean the Project will be built with any required design and construction mitigation in place and returned back to its natural condition afterwards.

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4.11.33	Suggest a minimum distance that overhead lines should be sited from residential areas / residences.	National Grid does not use standard minimum distances as a routeing consideration. Applying an arbitrary distance may be too big or too small for the specific circumstances. We utilise the Holford Rules (a description of the Holford Rules can be found in Chapter 1 of this report) informed by feedback and professional judgement to define appropriate corridors and alignments that are consistent with the relevant policy framework and duties. In response to feedback to the 2023 non-statutory consultation, we have modified the draft alignment in various locations to increase separation to properties where this is possible without undue deviation or transfer of effects to other similar properties. Projects of this nature are required to assess the potential environmental impacts of the proposals, and report on those, and set out proposed mitigation, in an Environmental Statement (ES) in accordance with the relevant Environmental Impact Assessment (EIA) Regulations. The EIA starts early in the process and, in that respect, a considerable amount of assessment work has been undertaken to allow preliminary judgements to be made about the design and routeing of the Project. This has been set out in various publications (The Corridor and Preliminary Routeing and Siting Study (CPRSS), published as part of the 2022 non-statutory consultation, the Design Development Report, 2022 Non-Statutory Consultation Feedback Report and Strategic Options Backcheck and Review, published as part of the 2023 non-statutory consultation) with feedback helping shape the preliminary proposals. Further detailed assessment work has been undertaken since the 2023 non-statutory consultation and is published in the Preliminary Environmental Information Report (PEIR) to accompany the statutory consultation stage of the Project. National Grid will be writing up its Landscape and Visual Impact Assessment (LVIA) that will, in addition to other topic specific assessments, form the latter part of the EIA for the Project. This will include a write-up of an assessment on both landscape character and visual amenity. Where likely significant effects are anticipated the LVIA will consider and identify areas where it may be necessary and appropriate to put forward potential mitigation as part of an iterative design and assessment process. This may include measures at particular locations to reduce a change in views of the Project or to better integrate infrastructure into the wider landscape.
4.11.34	Suggest additional undergrounding from Cargate to Shelfhanger.	National Grid has carefully considered the feedback received during the 2023 non-statutory consultation, the alternatives available, and other factors including our duties and obligations. These duties include balancing the need to be economic, efficient, and keep costs down in the interests of the bill-paying consumers, balanced against a duty to have regard to preserving amenity, the natural environment, cultural heritage, landscape, and visual quality. National Policy Statement (NPS) EN-5 makes clear that *'the Government's position that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or Areas of Outstanding Natural Beauty (AONBs))'.* The NPS also confirms that widespread and significant adverse landscape and/or visual impacts in other locations may also justify the use of undergrounding. We may also adopt underground cables in other circumstances such as to cross existing 400 kV overhead line infrastructure. No such designations or crossing locations have been identified in this section which is therefore proposed as an overhead line at this stage. We are undertaking an Environmental Impact Assessment (EIA) to assess the potential impact of the Project, and this will identify any need for additional mitigation.
4.11.35	Suggest deviation from the proposed route between	National Grid has assessed the change requested and is now proposing a change to the 2023 preferred draft alignment between RG070 and RG073, removing the single angle pylon at RG072 (replacing it with two angle pylons

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	pylons RG069 and RG074, passing slightly to the east, reducing closeness to the properties on Heywood Road, without impacting other properties, while also reducing the large directional change currently required at pylon RG072 (previously discussed with National Grid at consultation event).	but each with smaller direction changes) and moving the preferred draft alignment further west in this area. We will continue to make changes to the 2024 preferred draft alignment where practicable as we receive further feedback and as the Project develops.
4.11.36	Suggest relocating pylon RG044 away from Hoggs Barn.	National Grid routed and sited the 2023 preferred draft alignment in accordance with the Holford Rules. In order to move the 2023 preferred draft alignment further away from Hoggs Barn we would have to increase the length of the overhead line and increase the number of angle pylons, which would be less consistent with the Holford Rules. We therefore are not currently proposing a change to the 2023 preferred draft alignment in this location. However National Grid have amended the location of RG044 along the draft alignment to move out of the open view to the north-west from Hoggs Barn and also repositioned RG043 to also benefit further from screening. The pylons have been moved so that they are both positioned to benefit from screening by some existing woodland. The view and extent of screening will vary at different locations within the landholding. We will continue to make changes to the 2024 preferred draft alignment as we receive further feedback and as the Project develops.
4.11.37	Suggest relocating pylon RG045 further away from Banyard's Hall.	National Grid has routed and sited the 2023 preferred draft alignment in accordance with the Holford Rules. In order to move RG045 further away from Banyard's Hall we would have to increase the length of the overhead line and increase the number of angle pylons, which would be less consistent with the Holford Rules. Local alternatives would also be expected to transfer and increase effects to other properties and areas of woodland. We therefore are not currently proposing a change to the 2023 preferred draft alignment in this location, however we will continue to make changes to the 2024 preferred draft alignment as we receive further feedback and as the Project develops.
4.11.38	Suggest that (additional) underground cables should be used in this section.	National Grid has carefully considered the feedback received during the 2022 and 2023 non-statutory consultations, the alternatives available, and other factors including our duties and obligations. These duties include balancing the need to be economic and efficient, which includes keeping costs down in the interests of the bill-paying consumers, with a duty to have regard to preserving amenity, which includes the natural environment, cultural heritage, landscape and visual quality. National Policy Statement (NPS) EN-5 makes clear that *'the Government's position that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or Areas of Outstanding Natural Beauty (AONB))'.* The NPS also confirms that widespread and significant adverse landscape and/or visual impacts in other locations may also justify the use of undergrounding. We may also adopt underground cables in other circumstances such as to cross existing 400 kV overhead line infrastructure. After consideration of feedback on the 2023 non-statutory consultation and informed by additional study, we are now proposing to increase the extent of underground cabling by approximately 1.5 km to a total of approximately 20 km of underground cable at areas that are identified as of highest landscape value for

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		example within the Dedham Vale AONB and within the vicinity of the AONB near Great Horkesley. Elsewhere along the 2024 preferred draft alignment, with the exception of the alignment near Diss, the higher cost of underground cables to bill-paying consumers, and the environmental implications of installing and maintaining them, are not considered to be justifiable in the context of national policy or National Grid's statutory duties. At Diss there remains an option to use underground cable but this is subject to consideration of the findings of ongoing investigations. Nevertheless, an Environmental Impact Assessment (EIA) will assess the impact of the Project and will identify any need for additional mitigation.
4.11.39	Suggest that an alternative location is used for the connection, rather than connecting at the existing Norwich Substation.	National Grid has carefully considered the most appropriate reinforcement of the Transmission System to respond to the new generation sources contractually committed to connecting to the network. As set out in the Strategic Options Backcheck and Review (SOBR), published as part of the 2023 non-statutory consultation the most economic and efficient project connects at Norwich Main Substation. In the absence of further information, no change is currently proposed however we will continue to back check and review the Project to ensure it remains the most appropriate approach and consider further feedback as the Project develops.
4.11.40	Suggest that existing overhead lines in this section should be removed.	The existing electricity transmission network provides power, via the local distribution network, into the local area where it is used in homes and businesses. Such lines cannot just be removed as power supplies would not be maintained. The need case and funding for the Project is to deliver the new network reinforcement needed, rather than to remove existing overhead lines which would need to be replaced by another form of connection such as underground cables. Unless required for crossings or mitigation, undergrounding existing overhead lines on the transmission network would not be in accordance with National Policy Statement (NPS) EN-5 and would result in substantial cost to bill payers. There may also be significant environmental impacts due to the removal works on sensitive ecological and archaeological receptors as well as constraints from either existing buildings or unsuitable ground conditions.
4.11.41	Suggest that existing overhead lines in this section should be replaced by underground cables.	The existing electricity transmission network provides power, via the local distribution network, into the local area where it is used in homes and businesses. The need case and funding for the Project is to deliver the new network reinforcement needed, rather than to remove existing overhead lines by undergrounding them. We have identified a number of locations where existing 132 kV and lower voltage lattice pylon lines are crossed by the proposed 400 kV overhead line and / or mitigation of effects is considered necessary. This includes locations such as at Mellis, between Offton and Bramford Substation, to the south of Bramford Substation and near Fuller Street. Unless required for mitigation, undergrounding existing overhead lines on the transmission network would not be in accordance with National Policy Statement (NPS) EN-5 and would result in substantial cost to bill payers. There may also be significant environmental impacts due to the removal works on sensitive ecological and archaeological receptors as well as constraints from either existing built form of unsuitable ground conditions.
4.11.42	Suggest that lower height pylons are used from	The 2024 preferred draft alignment reflects the use of standard lattice pylons. The use of other pylon designs is still under consideration, if an overhead line route is progressed. We have and will continue to carry out further

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	Tibenham, past Winfarthing and Shelfhanger to Diss.	assessments on pylon design. Our assessments will include visual impacts and mitigation, environmental and ecological considerations, construction, and lifetime maintenance effects. Different designs in use in the UK include: • standard lattice; • lower height lattice; and • T-pylons. The findings from our assessments will be published in Appendix C of the Design Development Report (DDR) as part of our 2024 statutory consultation. We will continue to consider the use of alternative pylon types should further feedback be received from the 2024 statutory consultation.
4.11.43	Suggest that lower height pylons should be used for the Winfarthing/Shelfhanger section of the Project (particularly pylon RG072).	The 2024 preferred draft alignment reflects the use of standard lattice pylons. The use of other pylon designs is still under consideration, if an overhead line route is progressed. We have and will continue to carry out further assessments on pylon design. Our assessments will include visual impacts and mitigation, environmental and ecological considerations, construction, and lifetime maintenance effects. Different designs in use in the UK include: • standard lattice; • lower height lattice; and • T-pylons. The findings from our assessments will be published in Appendix C of the Design Development Report (DDR) as part of our 2024 statutory consultation. We will continue to consider the use of alternative pylon types should further feedback be received from the 2024 statutory consultation.
4.11.44	Suggest that lower-height lattice pylons or T-pylons are used for pylons RG026 to RG038.	The 2024 preferred draft alignment reflects the use of standard lattice pylons. The use of other pylon designs is still under consideration, if an overhead line route is progressed. We have and will continue to carry out further assessments on pylon design. Our assessments will include visual impacts and mitigation, environmental and ecological considerations, construction, and lifetime maintenance effects. Different designs in use in the UK include: • standard lattice; • lower height lattice; and • T-pylons. The findings from our assessments will be published in Appendix C of the Design Development Report (DDR) as part of our 2024 statutory consultation. We will continue to consider the use of alternative pylon types should further feedback be received from the 2024 statutory consultation.
4.11.45	Suggest that nesting platform (e.g. for Herons) is included in	Artificial nesting opportunities for birds will be considered following the bird assessment within the Environmental Statement (ES) that will accompany the Development Consent Order (DCO) application.

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	pylon design (in the South Norfolk section).	
4.11.46	Suggest that no heavy goods vehicles (HGV) traffic uses the route from A140 through Shimpling and Burston to link to the B1077 in order to access the construction area adjacent to Shelfhanger.	Construction access, egress and associated traffic routes are being considered and discussed with the appropriate local and national highways authorities. Detailed proposals will be consulted on during the 2024 statutory consultation.
4.11.47	Suggest that pylon RG034 is moved to the west (as on high ground).	Movement of this individual pylon can only be achieved by the addition of one or more angle pylons in an otherwise straight run of pylons. In this case movement west would be on similar height ground or would necessitate use of a taller pylon if positioned on lower ground (negating the benefit sought). A move would add additional angle pylons and be less direct (reducing consistency with the Holford Rules). We therefore are not currently proposing a change to the 2023 preferred draft alignment in response to this request, however we will continue to make changes to the 2024 preferred draft alignment as we receive further feedback and as the Project develops.
4.11.48	Suggest that pylon RG034 is relocated away from South Norfolk Model Air Flying Club.	National Grid has appointed an independent aviation consultancy who has tried to engage with South Norfolk Model Air Flying Club and the British Model Flying Association but have received no official response. Following further assessment it has been determined that the club can continue to operate based on the proposed Project design which has moved the proposed overhead line further to the west between RG028 and RG039 to increase separation from within the field to the overhead line to exceed the 150 m away from residential, recreational, commercial and industrial sites as per the Civil Aviation Authorities (CAA) Drone and Model Aircraft Code (CAP2320). We will continue to engage with nearby airfields as appropriate throughout the project development process.
4.11.49	Suggest that pylon RG036 is moved as it is on the brow of a rise in completely open farmland and fails to follow Holford Rule Four.	The Holford rules provide guidance and are not intended to form individual points of compliance and start with cautionary text such as *'Other things being equal…'* so it is essential to adopt a balanced decision. In this case alternative positioning of RG036 would introduce additional angles less consistent with other Holford Rules. Alternative corridors and alignments were considered as set out in the Design Development Report published as part of the 2023 non-statutory consultation but were considered less preferred and no new information is presented to invalidate those findings. For these reasons we are not currently proposing a change to the 2023 preferred draft alignment in this location in response to this request, however we will continue to make changes to the 2024 preferred draft alignment as we receive further feedback and as the Project develops. We are also undertaking an Environmental Impact Assessment (EIA) to assess the potential impact of the Project, and this will identify any need for additional mitigation.
4.11.50	Suggest that pylon RG038 is moved as this area attracts many bird species (gull, crows, jackdaws and red kites).	National Grid has routed and sited the 2023 preferred draft alignment in accordance with the Holford Rules. In order to move RG038 we would have to increase the length of the overhead line and increase the number of angle pylons, which would be less consistent with the Holford Rules. For these reasons we are not currently proposing a change to the 2023 preferred draft alignment in response to this request, however we will continue to make changes to the 2024 preferred draft alignment as we receive further feedback and as the Project develops. We are also undertaking

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		an Environmental Impact Assessment (EIA) to assess the potential impact of the Project, and this will include an assessment on the impacts to birds such as gull, crows, jackdaws and red kites and will identify any need for additional mitigation.
4.11.51	Suggest that pylon RG038 is relocated as it is currently only 120 metres from a residential property.	National Grid has routed and sited the 2023 preferred draft alignment in accordance with the Holford Rules. In order to move RG038 further away from residential properties we would have to increase the length of the overhead line and increase the number of angle pylons, which would be less consistent with the Holford Rules. The route alignment in this location is currently proposed to be approximately midway between properties on Northfield Road, therefore to move this pylon further away from one property would move it closer to another. It is also noted that there is no prescribed minimum separation that should be achieved and it is also noted that the positioning of this pylon has sought to be to the side of the property and benefit from intervening tree screening. For these reasons we are not currently proposing a change to the 2023 preferred draft alignment in this location in response to this request, however we will continue to make changes to the 2024 preferred draft alignment as we receive further feedback and as the Project develops.
4.11.52	Suggest that pylon RG038 is relocated away from residential area.	National Grid has routed and sited the 2023 preferred draft alignment in accordance with the Holford Rules. In order to move RG038 further away from residential properties we would have to increase the length of the overhead line and increase the number of angle pylons, which would be less consistent with the Holford Rules. RG038 is currently proposed to be approximately midway between properties on Northfield Road, therefore to move this pylon further away from one property would move it closer to another. For these reasons we are not currently proposing a change to the 2023 preferred draft alignment in response to this request, however we will continue to make changes to the 2024 preferred draft alignment as we receive further feedback and as the Project develops.
4.11.53	Suggest that pylon RG042 is relocated away from residences.	National Grid has routed and sited the 2023 preferred draft alignment in accordance with the Holford Rules. In order to move RG042 further away from residential properties we would have to increase the length of the overhead line and increase the number of angle pylons, which would be less consistent with the Holford Rules. We therefore are not currently proposing a change to the draft alignment in this location, however we will continue to make changes to the 2024 preferred draft alignment as we receive further feedback and as the Project develops.
4.11.54	Suggest that pylon RG042 should be relocated away from the river, as this river swells and breaks its banks in the winter when it rains.	National Grid has sought to and will continue to seek to reduce the impact on areas prone to flooding through the routeing and siting exercise and will continue to refine the potential interactions through careful siting of infrastructure and pylons outside of flood zones where practicable, including RG042. Where avoidance is not practicable, the Flood Risk Assessment (FRA) that will be prepared will identify any measures necessary to ensure the safety of the Project from flooding over its lifetime, and that flood risk is not increased during the construction or operation of the Project.
4.11.55	Suggest that pylon RG052 is relocated away from privately owned field.	National Grid has routed and sited the 2023 preferred draft alignment in accordance with the Holford Rules. In order to move RG052 out of this field we would have to increase the length of the overhead line and increase the number of angle pylons, which would be less consistent with the Holford Rules. We therefore are not currently proposing a change to the 2023 preferred draft alignment in this location. We will continue to make changes to the 2024 preferred draft alignment where practicable as we receive further feedback and as the Project develops.

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4.11.56	Suggest that pylon RG083 is relocated away from residential property (i.e. to mitigate impact on wildlife, house price, health of residents, and visual impact).	National Grid has routed and sited the 2023 preferred draft alignment in accordance with the Holford Rules. In order to move RG083 further away from residential properties we would have to increase the length of the overhead line and increase the number of angle pylons, which would be less consistent with the Holford Rules. We therefore are not currently proposing a change to the 2023 preferred draft alignment in this location. We are undertaking an Environmental Impact Assessment (EIA) to assess the potential impact of the Project, and this will identify any need for additional mitigation. We will continue to make changes to the 2024 preferred draft alignment where practicable as we receive further feedback and as the Project develops.
4.11.57	Suggest that pylons follow the existing route from Bramford to Swainsthorpe (put-up pairs of pylons).	National Grid notes the potential for close paralleling existing overhead lines to reduce the level of effects that may arise from a new overhead line. However, in this section there are constraints and features that mean, overall, we consider close paralleling would lead to greater effects on receptors in the area and be less compliant with the Holford Rules or be less consistent with the policy to be economic and efficient. A number of residential properties are present in close proximity to the existing 400 kV overhead line meaning that if the lines were close paralleled it would result in the properties having an overhead line close to both sides. There are also some locations where the combination of existing physical and environmental features (road infrastructure, commercial and residential properties etc) present very substantial challenges to routeing and siting. As a result, whilst close paralleling may appear beneficial in some sections, overall, the increased environmental effects where the lines have to converge and diverge, and those increased effects on properties with overhead line to both sides are considered greater than those introduced by a new corridor separated from existing 400 kV overhead lines. Whilst crossings and use of underground cable technology may be able to address the various constrained locations, we consider the costs and environmental effects arising from the additional infrastructure to be less compliant with our duties and relevant policies.
4.11.58	Suggest that pylons RG020 to RG022 are routed away from Grade II* listed farmhouse and barns as these are sited less than 500 m away which contradicts the National Planning Policy Framework (NPPF).	This suggestion would see the alignment diverted to the north and west of Gable End and High Hopes and reconnecting to the 2023 preferred draft alignment. It is a longer and less direct route with an expected three additional angle pylons and potentially an additional pylon compared with an otherwise straight alignment. This is less consistent with Holford Rules albeit a reduction in effects on heritage assets is noted. On balance no change is currently proposed but we will continue to make changes to the 2024 preferred draft alignment where practicable as we receive further feedback and as the Project develops. We are also undertaking an Environmental Impact Assessment (EIA) to assess the potential impact of the Project, and this will identify any need for additional mitigation.
4.11.59	Suggest that pylons RG023 to RG027 are relocated outside of the Upper Tas Valley.	National Grid has developed the 2023 preferred draft alignment in accordance with the Holford Rules and informed by the constraints and presence of environmental features. We note Rule Five refers to preference for moderately open valleys so a route is not inherently unacceptable within a valley. Nonetheless to respond to the suggestion to move RG023 to RG027 (which are around 1.5 km from the River Tas) we would have to increase the length of the overhead line and increase the number of angle pylons, which would be less consistent with the Holford Rules. In this location a change of routeing would also transfer effects to other residential properties and environmental features. We therefore are not currently proposing a change to the 2023 preferred draft alignment in this location, however we will continue to make changes to the 2024 preferred draft alignment as we receive further feedback and as the Project develops.

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4.11.60	Suggest that pylons RG034 and RG035 are moved to field boundaries to reduce impact on future land use.	National Grid notes the preference from certain landowners for pylons to be situated along field boundaries where practicable to reduce the impact on future land use. We have assessed requests from landowners on an individual basis and have moved pylons to the edges of fields where this can be achieved without undue diversion or extension of the overhead line or increasing the visual or environmental impact on other receptors. With regards to RG034 and RG035, the 2023 preferred draft alignment has been moved slightly further west in this location and therefore both pylons are closer to the field boundary with RG034 proposed to be on the field boundary itself. We will continue to engage with landowners throughout the Project and will continue to make changes following further feedback where practicable as the Project develops.
4.11.61	Suggest that pylons RG036 to RG040 are routed away from listed buildings.	National Grid has routed and sited the 2023 preferred draft alignment in accordance with the Holford Rules. In order to move RG036 to RG040 further away from listed buildings we would have to increase the length of the overhead line and increase the number of angle pylons, which would be less consistent with the Holford Rules. We therefore are not currently proposing a change to the 2023 preferred draft alignment in response to this request however we will continue to make changes to the 2024 preferred draft alignment as we receive further feedback and as the Project develops.
4.11.62	Suggest that pylons RG037, RG038, and RG039 rerouted away from residential property (i.e., to mitigate impact on residents, health, horses, tourism and business).	National Grid has routed and sited the 2023 preferred draft alignment in accordance with the Holford Rules. In order to move RG037 to RG039 further away from residential properties we would have to increase the length of the overhead line and increase the number of angle pylons, which would be less consistent with the Holford Rules. The alignment is also approximately midway between properties at RG038 so movement to benefit one property increases effects on another. For these reasons we are not currently proposing a change to the 2023 preferred draft alignment in this location in response to this request, however we will continue to make changes to the 2024 preferred draft alignment as we receive further feedback and as the Project develops.
4.11.63	Suggest that pylons RG039, RG040, RG041 and RG042 are relocated (e.g. as it is obstructing footpath access at Gilderswood lane / as cited next to a historic sunken lane, Tabernacle Lane / due to concerns of flooding in the area (sitting of pylons would impact drainage / as they are close to a pair of breeding barn owls, a pair of breeding hobbys, two varieties of bats and a farm pond).	National Grid, through the routeing and siting exercise, has sought to reduce the impacts on the environment across the range of issues of concern to the respondent. National Grid will continue to consider potential environmental impacts as we develop our proposals and seek to reduce effects where practicable. Specifically with regard to flood risk and drainage, the Project design will provide for measures to capture and attenuate any additional surface water runoff generated from new impermeable land cover created within the draft Order Limits and would adopt any other flood risk mitigation and management measures recommended by the Project's Flood Risk Assessment (FRA), which will be prepared in consultation with all relevant Flood Risk Management Authorities.

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4.11.64	Suggest that pylons RG048 and RG049 are relocated away from small woodland.	National Grid is proposing a change to the 2023 preferred draft alignment between RG046 and RG050 to reduce effects on woodland albeit replacing one angle pylon (with a larger direction change, with two angles albeit each with a smaller angle change). This would move the preferred draft alignment further east and therefore reducing potential impacts on the small woodland between RG048 and RG049. We are undertaking an Environmental Impact Assessment (EIA) to assess the potential impact of the Project, and this will identify any need for additional mitigation. We will continue to make changes to the 2024 preferred draft alignment as we receive further feedback and as the Project develops.
4.11.65	Suggest that pylons RG050 to RG060 are relocated away from Priory Farm Airfield.	National Grid has appointed an independent aviation consultancy which has engaged with (with National Grid also present) Priory Farm Airfield. Following discussion and further assessment it has been determined, with the Project as currently proposed, that the airfield can continue to operate. We will continue to engage with nearby airfields as appropriate throughout the project development process.
4.11.66	Suggest that pylons RG057 and RG058 are routed as far east as possible.	National Grid has routed and sited the 2023 preferred draft alignment in accordance with the Holford Rules. In order to move RG057 and RG058 further east away from residential properties we would have to increase the length of the overhead line and increase the number of angle pylons, which would be less consistent with the Holford Rules. Increasing separation from the nearest properties by moving to the east would potentially lead to effects currently avoided at Priory Farm airstrip and a facility sensitive to electromagnetic fields. We therefore are not currently proposing a change to the 2023 preferred draft alignment in this location, however we will continue to make changes to the 2024 preferred draft alignment as we receive further feedback and as the Project develops.
4.11.67	Suggest that pylons RG057 and RG058 are routed away from populated / residential areas.	National Grid has routed and sited the 2023 preferred draft alignment in accordance with the Holford Rules. In order to move RG057 and RG058 further away from residential properties we would have to increase the length of the overhead line and increase the number of angle pylons, which would be less consistent with the Holford Rules. Increasing separation from the nearest properties by moving to the east would potentially lead to effects currently avoided at Priory Farm airstrip and a facility sensitive to electromagnetic fields. We therefore are not currently proposing a change to the 2023 preferred draft alignment in this location, however we will continue to make changes to the 2024 preferred draft alignment as we receive further feedback and as the Project develops.
4.11.68	Suggest that pylons RG057 to RG065 are moved back further towards Haywood to reduce impact on development.	National Grid has considered this realignment for the route which would then pass to the east of Heywood Manor. National Grid considers that this would increase effects on Priory Airfield and move the alignment closer to an electromagnetically sensitive facility. It would also increase the length of the overhead line and introduce additional angle pylons, therefore being less consistent with the Holford Rules. It is not considered that the preferred alignment will prevent the development being proposed and it is noted that the change will transfer effects to other receptors. For these reasons we are not currently proposing a change to the 2023 preferred draft alignment in this location, however we will continue to make changes to the 2024 preferred draft alignment as we receive further feedback and as the Project develops. We are also undertaking an Environmental Impact Assessment (EIA) to assess the potential impact of the Project, and this will identify any need for additional mitigation.
4.11.69	Suggest that pylons RG069 to RG073 are moved west, running in a straight line	National Grid has assessed the change requested and is now proposing a change to the 2023 preferred draft alignment between RG070 and RG073, removing the angle pylon at RG072 and moving the draft alignment further west in this area. This change is shown in the Consultation Plans and is described in the Design Development Report

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	between RG069 and RG073 (to avoid residential properties Heywood Road, reduce visual impact on the countryside and reduce the large directional change at RG072).	(DDR) published as part of the 2024 statutory consultation. We will continue to make changes to the 2024 preferred draft alignment where practicable as we receive further feedback and as the Project develops.
4.11.70	Suggest that pylons RG072 and RG073 are relocated further west.	National Grid has assessed the change requested and is now proposing a change to the 2023 preferred draft alignment between two smaller direction change angle pylons at RG070 and RG073, removing the single larger direction change angle pylon at RG072 and moving the preferred draft alignment further west in this area. We will continue to make changes to the 2024 preferred draft alignment where practicable as we receive further feedback and as the Project develops.
4.11.71	Suggest that pylons RG089 to RG085 are rerouted away from Waveney Valley.	National Grid has carefully considered alternatives to the 2023 preferred draft alignment. This includes alternatives to the east or west of Diss with consideration of overhead line only alternatives and alternatives combining overhead line with some sections of underground cable. Overall National Grid considers that these alternative alignments are less preferred to the 2023 preferred draft alignment for the reasons set out in the 2024 Design Development Report (DDR) which is published as part of the 2024 statutory consultation. This particular group of pylons are routed to minimise effects on peaty soils, woodland and avoid an undesignated moat. We are still considering whether local effects justify the use of underground cable in part of this location and investigating whether this is in fact technically possible. We therefore are not currently proposing a change to the 2023 preferred draft alignment in this location, however we will continue to make changes to the 2024 preferred draft alignment as we receive further feedback and as the Project develops
4.11.72	Suggest that pylons RG089 to RG086 is rerouted to avoid the north of Wortham Ling.	National Grid has carefully considered alternatives to the 2023 preferred draft alignment. This includes alternatives to the east or west of Diss with consideration of overhead line only alternatives and alternatives combining overhead line with some sections of underground cable. Overall National Grid considers that these alternative alignments are less preferred to the 2023 preferred draft alignment for the reasons set out in the 2024 Design Development Report (DDR) which is published as part of the 2024 statutory consultation. This particular group of pylons are routed to minimize effects on peaty soils, woodland and avoid an undesignated moat. We are still considering whether local effects justify the use of underground cable in part of this location and investigating whether this is in fact technically possible. We therefore are not currently proposing a change to the 2023 preferred draft alignment in this location, however we will continue to make changes to the 2024 preferred draft alignment as we receive further feedback and as the Project develops.
4.11.73	Suggest that pylons RG089 to RG088 is rerouted to avoid Roydon Fen Nature Reserve.	The 2024 draft preferred alignment between pylons RG088 to RG089 do avoid direct effects on Roydon Fen Nature Reserve.
4.11.74	Suggest that pylons RG090 to RG089 are rerouted to ensure	National Grid has carefully considered alternatives to the 2023 preferred draft alignment. This includes alternatives to the east or west of Diss with consideration of overhead line only alternatives and alternatives combining overhead line with some sections of underground cable. Overall National Grid considers that these alternative alignments are

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	they don't cross the Ling Road.	less preferred to the 2023 preferred draft alignment for the reasons set out in the 2024 Design Development Report (DDR) which is published as part of the 2024 statutory consultation. On this basis it is not possible to avoid crossing Ling Road. We therefore are not currently proposing a change to the 2023 preferred draft alignment in this location, however we will continue to make changes to the 2024 preferred draft alignment as we receive further feedback and as the Project develops.
4.11.75	Suggest that pylons RG092 to RG090 are rerouted so that they don't run east of Wortham Ling Site of Special Scientific Interest (SSSI).	National Grid has carefully considered alternatives to the 2023 preferred draft alignment. This includes alternatives to the east or west of Diss with consideration of overhead line only alternatives and alternatives combining overhead line with some sections of underground cable. Overall National Grid considers that these alternative alignments are less preferred to the 2023 preferred draft alignment for the reasons set out in the 2024 Design Development Report (DDR) which is published as part of the 2024 statutory consultation. This particular group of pylons are routed to avoid effects on the Site of Special Scientific Interest (SSSI), woodland and to reduce effects on residential amenity. We are still considering whether local effects justify the use of underground cable in part of this location and investigating whether this is in fact technically possible. We therefore are not currently proposing a change to the 2023 preferred draft alignment in this location, however we will continue to make changes to the 2024 preferred draft alignment as we receive further feedback and as the Project develops
4.11.76	Suggest that pylons should have a more natural shape, with curved arms instead of sharp angles, in the South Norfolk section.	The 2024 preferred draft alignment reflects the use of standard lattice pylons. The use of other pylon designs is still under consideration, if an overhead line route is progressed. We have and will continue to carry out further assessments on pylon design. Our assessments will include visual impacts and mitigation, environmental and ecological considerations, construction, and lifetime maintenance effects. Different designs in use in the UK include: • standard lattice; • lower height lattice; and • T-pylons. The findings from our assessments will be published in Appendix C of the Design Development Report (DDR) as part of our 2024 statutory consultation. We will continue to consider the use of alternative pylon types should further feedback be received from the 2024 statutory consultation.
4.11.77	Suggest that RG081 and RG082 are relocated away from residential property.	National Grid has routed and sited the 2023 preferred draft alignment in accordance with the Holford Rules. In order to move RG081 and RG082 further away from residential properties we would have to increase the length of the overhead line and increase the number of angle pylons, which would be less consistent with the Holford Rules. In this location routeing is also constrained by a number of properties to both sides, therefore, moving further away from some properties would move the overhead line closer to others and just transfer effects. We therefore are not currently proposing a change to the 2023 preferred draft alignment in this location, however we will continue to make changes to the 2024 preferred draft alignment as we receive further feedback and as the Project develops.
4.11.78	Suggest that the existing overhead lines in this section	The existing transmission network in the region was upgraded during 2022 and 2023 to ensure the system is running at its most efficient performance. The existing assets / networks are not able to be upgraded sufficiently to cope with

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	are reinforced / upgraded instead.	the new future demands expected on the network. As a result, new lines and substations will be required to accommodate the changing demands on the network.
4.11.79	Suggest that the offshore wind farms connect into the Bacton area.	Bacton is not an economic or efficient location for the North Falls and Five Estuaries projects necessitating a much longer offshore connection than to the proposed East Anglia Connection Node (EACN) substation which, as set out in the Corridor and Preliminary Routeing and Siting Study (CPRSS) and the Strategic Options Backcheck and Review (SOBR) (published as part of the 2022 and 2023 non-statutory consultations), facilitates the most economic and efficient means of making the connection.
4.11.80	Suggest that the Project (coming from south to north) turns due north at RG073, not RG072 - as the current route sticks to higher ground than necessary (i.e. to align with the Holford Rules).	National Grid has assessed the change requested and is now proposing a change to the 2023 preferred draft alignment between two smaller direction change angle pylons at RG070 and RG073, removing the single larger direction change angle pylon at RG072 and moving the preferred draft alignment further west in this area. We will continue to make changes to the 2024 preferred draft alignment where practicable as we receive further feedback and as the Project develops.
4.11.81	Suggest that the Project between pylon RG036 and RG039 is relocated out of migration path of Fieldfares and Redwings.	National Grid has routed and sited the 2023 preferred draft alignment in accordance with the Holford Rules. In order to move RG036 to RG039 we would have to increase the length of the overhead line and increase the number of angle pylons, which would be less consistent with the Holford Rules. We therefore are not currently proposing a change to the 2023 preferred draft alignment in this location in response to this request. We will continue to make changes to the 2024 preferred draft alignment as we receive further feedback and as the Project develops. We are also undertaking an Environmental Impact Assessment (EIA) to assess the potential impact of the Project, and this will include an assessment on impacts to birds such as Fieldfares and Redwings and will identify any need for additional mitigation.
4.11.82	Suggest that the Project between pylon RG036 to RG040 is relocated to avoid encircling residential property.	National Grid does not consider that any properties at this location are encircled though does acknowledge there is a change of direction meaning that pylons may be visible in distant views at oblique viewing angles. National Grid has routed and sited the 2023 preferred draft alignment in accordance with the Holford Rules. In order to move RG036 to RG040 further away from residential properties we would have to increase the length of the overhead line and increase the number of angle pylons, which would be less consistent with the Holford Rules. For these reasons we are not currently proposing a change to the 2023 preferred draft alignment in this location in response to this request, however we will continue to make changes to the 2024 preferred draft alignment as we receive further feedback and as the Project develops. We are also undertaking an Environmental Impact Assessment (EIA) to assess the potential impact of the Project, and this will identify any need for additional mitigation.
4.11.83	Suggest that the Project between pylons RG037 and RG040 are relocated (i.e. to mitigate impact on village, residents, and surrounding area).	National Grid has routed and sited the 2023 preferred draft alignment in accordance with the Holford Rules. In order to move RG037 to RG040 further away from residential properties we would have to increase the length of the overhead line and increase the number of angle pylons, which would be less consistent with the Holford Rules. For these reasons we are not currently proposing a change to the 2023 preferred draft alignment in response to this request, however we will continue to make changes to the 2024 preferred draft alignment as we receive further

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		feedback and as the Project develops. We are also undertaking an Environmental Impact Assessment (EIA) to assess the potential impact of the Project, and this will identify any need for additional mitigation.
4.11.84	Suggest that the Project follows existing railway line in this section.	In developing its onshore proposals National Grid has considered the potential to parallel existing overhead lines and transport infrastructure and consider them to be less preferred alternatives. Numerous properties (residential and commercial), constraints and environmental features are present in close proximity to existing overhead line and infrastructure and would be more adversely affected by close paralleling. If such an alternative was pursued the costs, to avoid the effects of multiple crossings, would be much greater with additional limitations on the ability to achieve the necessary outages (to undertake the works safely) within the time available and on this basis is less preferred.
4.11.85	Suggest that the Project follows NB1 instead of NB2.	National Grid notes the respondent's support for the NB1 corridor which the Project continues to follow with a small number of localised adjustments
4.11.86	Suggest that the Project follows the existing line along the A140.	National Grid notes the potential for close paralleling existing overhead lines to reduce the level of effects that may arise from a new overhead line. However, as set out in the Design Development Report (DDR) published as part of our 2023 non-statutory consultation, in this section there are constraints and features that mean, overall, we consider close paralleling would lead to greater effects on receptors in the area and be less compliant with the Holford Rules or be less consistent with the policy to be economic and efficient. In the absence of further information, we are not currently proposing a change to the 2023 preferred draft alignment in this location, however we will continue to make changes to the 2024 preferred draft alignment as we receive further feedback and as the Project develops.
4.11.87	Suggest that the Project follows the railway line between RG012 and RG020.	In developing its onshore proposals National Grid has considered the potential to parallel existing transport infrastructure (which is close to the existing 400 kV overhead line for part of this area) and consider them to be less preferred alternatives. Numerous properties (residential and commercial such as on Greenways), constraints and environmental features are present in close proximity to existing infrastructure and would be more adversely affected by close paralleling. Alternatively, if such an alternative was pursued the costs to avoid such effects (multiple direction changes for crossings of the existing overhead line or other infrastructure) would be much greater with additional limitations on the ability to achieve the necessary outages (to undertake the works safely) within the time available.
4.11.88	Suggest that the Project is re-located further west of Roydon and Bressingham.	National Grid has carefully considered alternatives to the 2023 preferred draft alignment. This includes alternatives to the west of Diss as suggested by the respondent with consideration of overhead line only alternatives and alternatives combining overhead line with some sections of underground cable. Whilst slightly fewer residential properties are within 200 m of the centreline (estimated at 18 compared with 25) of this alternative compared with the 2023 preferred draft alignment, the closest are at approximately similar distances from the nearest pylon in both. Overall National Grid considers that the option outlined by the respondent is less preferred to the 2023 preferred draft alignment on the basis of greater heritage, ecology and soils effects. Further detail is set out in the 2024 Design Development Report (DDR) which is published as part of the 2024 statutory consultation.
4.11.89	Suggest that the Project is re-routed between pylon RG082	The respondent's suggestions introduce five additional angles to a section with only one angle within the 2023 preferred draft alignment. As such this is less consistent with the Holford Rules, and the change is not preferred.

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	and RG077 (plan provided by respondent).	Additionally, it is not possible in some cases to make the moves suggested for example RG080 cannot be moved directly adjacent to the road due to a need to leave space for scaffolding for road protection and in other cases the span proposed is excessive. The change as proposed has therefore not been taken forward, but we will continue to make changes to the 2024 preferred draft alignment as we receive further feedback and as the Project develops
4.11.90	Suggest that the Project is re-routed further west between Wortham Ling and Redgrave Fen.	National Grid has carefully considered alternatives to the 2023 preferred draft alignment. This includes alternatives to the west of Diss with consideration of overhead line only alternatives and alternatives combining overhead line with some sections of underground cable. Overall National Grid considers that these alternative alignments are less preferred to the 2023 preferred draft alignment for the reasons set out in the 2024 Design Development Report (DDR) which is published as part of the 2024 statutory consultation. We are still considering whether local effects justify the use of underground cable in part of this location and investigating whether this is in fact technically possible. On this basis we are therefore not currently proposing a change to the 2023 preferred draft alignment in this location, however we will continue to make changes to the 2024 preferred draft alignment as we receive further feedback and as the Project develops
4.11.91	Suggest that the Project is re-routed west of Bressingham Church, between Bressingham and Fersfield (i.e. making use of several gaps that could be used).	National Grid has carefully considered alternatives to the 2023 preferred draft alignment. This includes alternatives to the west of Diss as suggested by the respondent with consideration of overhead line only alternatives and alternatives combining overhead line with some sections of underground cable. Whilst slightly fewer residential properties are within 200 m of the centreline (estimated at 18 compared with 25) of this alternative compared with the 2023 preferred draft alignment, the closest are at approximately similar distances from the nearest pylon in both. Overall, we consider that the option outlined by the respondent is less preferred to the 2023 preferred draft alignment on the basis of greater heritage, ecology and soils effects. Further detail is set out in the 2024 Design Development Report (DDR) which is published as part of the 2024 statutory consultation. On this basis we are therefore not currently proposing a change to the 2023 preferred draft alignment in this location, however we will continue to make changes to the 2024 preferred draft alignment as we receive further feedback and as the Project develops
4.11.92	Suggest that the Project is routed at least 2000 m from the runway mid-point of Tibenham Airfield.	National Grid has appointed an independent aviation consultancy which has engaged with (with National Grid also present) Tibenham Airfield. Following discussion and further assessment it has been determined, with the Project as currently proposed, that the airfield can continue to operate. We will continue to engage with nearby airfields as appropriate throughout the project development process.
4.11.93	Suggest that the Project is routed away from populated / residential areas.	Deciding where and how to build new high voltage electricity lines is a complex issue and National Grid is mindful of the potential effects this infrastructure may have on local communities and the concerns these may bring. We recognise that people living near our transmission infrastructure, including high voltage overhead lines, may have concerns about audible noise and potential health impacts. It has sometimes been suggested that minimum distances between properties and overhead lines should be prescribed. We do not consider this appropriate since each instance must be dealt with on its merits. However, we have always sought to route new lines away from residential property on grounds of general amenity where practicable. Projects of this nature are required to assess the potential environmental impacts of the proposals, and report on those, and set out proposed mitigation, in an Environmental Statement (ES) in accordance with the relevant Environmental Impact Assessment (EIA) Regulations. The EIA starts early in the process and, in that respect, a

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		considerable amount of assessment work has been undertaken to allow preliminary judgements to be made about the design and routeing of the Project. This has been set out in various publications (The Corridor and Preliminary Routeing and Siting Study (CPRSS), published as part of the 2022 non-statutory consultation, the Design Development Report, 2022 Non-Statutory Consultation Feedback Report and Strategic Options Backcheck and Review, published as part of the 2023 non-statutory consultation) with feedback helping shape the preliminary proposals. Further detailed assessment work has been undertaken since the 2023 non-statutory consultation and is published in the Preliminary Environmental Information Report (PEIR) to accompany the statutory consultation stage of the Project. We will be writing up our noise and vibration assessment that will, in addition to other topic specific assessments, form part of the EIA for the Project. Noise levels and the effect on residential properties as well as other sensitive areas, such as hospitals and schools, are carefully considered during planning, assessed according to the appropriate UK standards, and mitigated where necessary. We set strict technical standards for the equipment we install on our network. These will apply to the proposed new East Anglia Connection Node (EACN) substation located in the Tendring District, and extensions required to the existing Norwich Main, Bramford, and Tilbury Substations. These standards include requirements to ensure the occurrence of audible noise is eliminated or reduced as far as practicable. Therefore, significant adverse effects from noise are not expected. Noise from overhead lines is predominately determined by the conductor design, voltage and weather conditions. The overhead line will be designed using a relatively quiet conductor that meets the design specification required, and operational noise is not likely to be significant at nearby sensitive receptors under any weather conditions. Should the iterative design process result in alternative conductor types be used, consideration for this would be assessed within the EIA. Pylon fittings, such as insulators, dampers, spacers, and clamps, are also designed and procured in accordance with a series of National Grid Technical Specifications to reduce the potential for audible noise and tones to occur from all types of fittings. Where noise does occur, it is likely to be localised and of short duration. If this is due to a fault, action can be taken to rectify it. A technical note would be submitted as part of the application for development consent to support scoping out noise associated with overhead lines from the ES. We will also be writing up our Landscape and Visual Impact Assessment (LVIA) that will form part of the EIA for the Project. This will include a write-up of an assessment on both landscape character and visual amenity. Where likely significant effects are anticipated the LVIA will consider and identify areas where it may be necessary and appropriate to put forward potential mitigation as part of an iterative design and assessment process. The health and safety of the public, local communities and employees is central to everything that we do. The UK has a carefully thought-out set of policies for protecting us all against Electric and Magnetic Fields (EMFs), the main component of which is exposure guidelines. The exposure guidelines are set by independent scientific bodies and are based on decades-long studies into the effects of EMFs and ill health. After those decades of research, the weight of evidence is against there being any health risks of EMFs below the guideline limits. Our approach is to ensure that our network comply with those policies, which are set by Government on the advice of their independent advisors. The Project will be designed to ensure it is fully compliant with these policies and guidelines. This ensures that health concerns are properly and adequately addressed. Policies for both noise and EMF are incorporated into the decision-making process for development consent as set out in National Policy Statement (NPS) EN-5. It is National Grid's policy to ensure that all its equipment complies fully

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		with those policies and guidelines. The application for a Development Consent Order (DCO) will include assessments against these polices, including both construction and operational noise and EMF.
4.11.94	Suggest that the Project is routed more directly to Ipswich, south out of Norfolk, to the east of the existing overhead line and parallel with the A140.	Whilst there could be potential benefits from infrastructure being concentrated geographically, i.e., by routeing the Project in close proximity to existing road infrastructure such as the A140, there are constraints and features that mean that we do not consider paralleling will reduce environmental effects or improve compliance with the Holford Rules or be more consistent with the policy requirement to be economic and efficient. A number of residential properties, as well as hamlets, villages and towns, are present in close proximity to the existing transport infrastructure necessitating multiple diversions of an overhead line. There are also some locations where the combination of existing physical and environmental features (railway and road infrastructure, commercial and residential properties, woodlands etc) present very substantial challenges to routeing and siting. As a result, whilst paralleling the A140 may appear beneficial in some short sections, overall, the increased environmental effects from multiple changes of direction are considered greater and less compliant with the Holford Rules than those that are associated with a new route alignment. On this basis no change is currently proposed but we will continue to make changes to the 2024 preferred draft alignment where practicable as we receive further feedback and as the Project develops.
4.11.95	Suggest that the Project is routed north and west of Diss (PowerPoint provided by respondent).	National Grid has carefully considered alternatives to the 2023 preferred draft alignment. This includes alternatives to the west of Diss as suggested in the PowerPoint submitted by the respondent with consideration of overhead line only alternatives and alternatives combining overhead line with some sections of underground cable. Whilst slightly fewer residential properties are within 200 m of the centreline (estimated at 18 compared with 25) of this alternative compared with the 2023 preferred draft alignment, the closest are at approximately similar distances from the nearest pylon in both. Overall, National Grid considers that the option outlined by the respondent is less preferred to the 2023 preferred draft alignment on the basis of greater heritage, ecology and soils effects. Further detail is set out in the 2024 Design Development Report (DDR) which is published as part of the 2024 statutory consultation.
4.11.96	Suggest that the Project is undergrounded (i.e. to avoid impacting St Mary's Church, Wortham and to lessen the impact on Wortham Ling County Wildlife Site, and a significant number of residential properties).	National Grid continues to investigate the development of the appropriate design solution in the vicinity of the Waveney Valley via a range of investigations. Pending the outcome of those investigations the baseline remains the use of overhead lines as set out in the 2023 non-statutory consultation. However, for the 2024 statutory consultation we are proposing to also consult on a Waveney Valley Alternative which includes a section of underground cable between approximately RG084 and RG091. Whether this is ultimately taken forward (or taken forward in an amended form) will be informed by consideration of landscape and visual, ecology and heritage effects along with the findings of technical and ground investigations amongst a range of factors including feedback received. We will continue to make changes to the 2024 preferred draft alignment as we receive further feedback and as the Project develops.
4.11.97	Suggest that the Project route avoids the woodland and nature reserve at Brick Kiln Lane.	National Grid is proposing a change to the 2023 preferred draft alignment between RG046 and RG050, this would move the 2023 preferred draft alignment further east. Although the 2024 preferred draft alignment would oversail the western end of the Brick Kiln Lane Bunwell Hill County Wildlife Site (CWS) on balance ecology effects are considered lower on this alternative than on the 2023 preferred draft alignment. We will continue to make changes to the 2024 preferred draft alignment as we receive further feedback and as the Project develops.

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4.11.98	Suggest that the Project should be routed further south near Mulbarton to follow the existing overhead lines.	National Grid notes the potential for close paralleling existing overhead lines to reduce the level of effects that may arise from a new overhead line. However, as set out in the Design Development Report (DDR) published as part of our 2023 non-statutory consultation, in this section there are constraints and features that mean, overall, we consider close paralleling would lead to greater effects on receptors in the area and be less compliant with the Holford Rules or be less consistent with the policy to be economic and efficient. In the absence of further information, we therefore are not currently proposing a change to the 2023 preferred draft alignment in this location, however we will continue to make changes to the 2024 preferred draft alignment as we receive further feedback and as the Project develops.
4.11.99	Suggest that the Project should be routed to the other side of the railway line entering Gislingham.	This proposed change was considered as part of the development of the 2023 preferred draft alignment but was considered less preferred for the reasons set out in paragraph 6.4.31 of the Design Development Report (DDR) published as part of the 2023 non-statutory consultation. In the absence of new evidence, National Grid considers the decision to remain valid and no change to the 2023 preferred draft alignment is currently proposed however we will continue to make changes to the 2024 preferred draft alignment as we receive further feedback and as the Project develops. We are undertaking an Environmental Impact Assessment (EIA) to assess the potential impact of the Project, and this will identify any need for additional mitigation.
4.11.100	Suggest that the Project should be shifted at RG028 300 m west at that elbow to keep the straight line running so RG036 is 300 m further north where it crosses Cheney's Lane (e.g. to minimise impact of RG036 on residences and RG037 on businesses).	National Grid does not consider that the change sought can be achieved. Most notably given limitations on span lengths between pylons, the move of RG036 300 m north will result in RG037 having to move to almost the same previous position with potentially an additional pylon added which would create additional effects. We have considered whether realignment by extending the alignment from RG026 to RG028 on a further span would be possible but whilst this goes someway to reducing effects on properties around RG036 and RG037 this transfers those effects to other properties to the west of the preferred draft alignment. On this basis we are not currently proposing to adopt this change but we will continue to make changes to the 2024 preferred draft alignment where practicable as we receive further feedback and as the Project develops.
4.11.101	Suggest that the Project should follow the alternative *'green'* routeing around Tacolneston and Tibenham.	National Grid has carefully considered alternatives to the 2023 preferred draft alignment. This includes reviewing alternatives previously considered less preferred including the 'green' route indicated by the respondent. In the absence of new information, National Grid considers the reasons set out in the 2023 Design Development Report (DDR) which was published as part of the 2023 statutory consultation to remain valid. On this basis we are therefore not currently proposing a change to the 2023 preferred draft alignment in this location, however we will continue to make changes to the 2024 preferred draft alignment as we receive further feedback and as the Project develops.
4.11.102	Suggest that the Project should follow the existing overhead line around Mulbarton in a parallel arrangement (e.g. route to the furthest extent possible to the	National Grid note the potential for close paralleling existing overhead lines to reduce the level of effects that may arise from a new overhead line. However, as set out in the design development report published as part of our 2023 non-statutory consultation, in this section there are constraints and features that mean, overall, we consider close paralleling would lead to greater effects on receptors in the area and be less compliant with the Holford Rules or be less consistent with the policy to be economic and efficient. In particular routeing across the railway and Flordon presents particular challenge as outlined in both the Corridor and Preliminary Routeing and Siting Study (CPRSS) and Design Development Reports (DDR) published at the 2022 and 2023 non-statutory consultations respectively. No new evidence has been provided nor information obtained to change those conclusions. We would also note that

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	south-east away from the village in an open valley).	the alignment is routed as far from Mulbarton as possible balancing effects with those at properties in Flordon. For these reasons we are not currently proposing a change to the 2023 preferred draft alignment in this location, however we will continue to make changes to the 2024 preferred draft alignment as we receive further feedback and as the Project develops.
4.11.103	Suggest that the Project should remain further to the west and from pylon RG081 that the Project should take a north-easterly route towards the turnpike B113 (west of RG048) (to avoid residences and Priory Farm).	Alternative routes to the west of the corridor presented at the 2022 non-statutory consultation and the 2023 preferred draft alignment were considered previously and considered less preferred for the reasons set out in the Design Development Report (DDR) published as part of the 2023 non-statutory consultation. Beyond a stated preference, no new information is presented nor has been identified. On that basis, National Grid considers the reasons for not preferring a western alternative to remain valid and we are not currently proposing a change to the 2023 preferred draft alignment in this location. However, we will continue to make changes to the 2024 preferred draft alignment as we receive further feedback and as the Project develops.
4.11.104	Suggest that the Project should run in closer to / parallel to the existing 400 kV overhead lines.	National Grid notes the potential for close paralleling existing overhead lines to reduce the level of effects that may arise from a new overhead line. However, where existing overhead lines are present along the proposed route, there are constraints and features that mean, overall, we consider close paralleling would lead to greater effects on receptors in the area and be less compliant with the Holford Rules or be less consistent with the policy to be economic and efficient. A number of residential properties are present in close proximity to the existing 400 kV overhead line meaning that if the overhead lines were close paralleled it would result in the properties having an overhead line close to both sides. There are also some locations where the combination of existing physical and environmental features (road infrastructure, commercial and residential properties etc) present very substantial challenges to routeing and siting. As a result, whilst close paralleling may appear beneficial in some sections, overall, the increased environmental effects where the overhead lines have to converge and diverge, and those increased effects on properties with overhead lines on both sides are considered greater than those introduced by a new overhead line separated from existing 400 kV overhead lines. Whilst crossings and use of underground cable technology may be able to address various constrained locations, we consider the costs and environmental effects arising from the additional infrastructure required to be less compliant with our duties and relevant policies.
4.11.105	Suggest that the Project should run in closer to / parallel to the existing power lines on the east side of the railway line.	National Grid note the potential for close paralleling existing overhead lines to reduce the level of effects that may arise from a new overhead line. However, in this section there are constraints and features that mean, overall, we consider close paralleling would lead to greater effects on receptors in the area and be less compliant with the Holford Rules or be less consistent with the policy to be economic and efficient. A number of residential properties are present in close proximity to the existing 400 kV overhead line meaning that if the lines were closely paralleled it would result in the properties having an overhead line close to both sides. There are also some locations where the combination of existing physical and environmental features (road infrastructure, commercial and residential properties etc.) present very substantial challenges to routeing and siting. As a result, whilst close paralleling may appear beneficial in some sections, overall, the increased environmental effects where the lines have to converge and diverge, and those increased effects on properties with overhead line to both sides are considered greater than those introduced by a new corridor separated from existing 400 kV overhead lines. Whilst crossings and use of

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		underground cable technology may be able to address the various constrained locations, we consider the costs and environmental effects arising from the additional infrastructure to be less compliant with our duties and relevant policies.
4.11.106	Suggest that the Project uses underground cables at Wortham Ling and Roydon Fen.	National Grid continues to investigate the development of the appropriate design solution in the vicinity of the Waveney Valley via a range of investigations. Pending the outcome of those investigations the baseline remains the use of overhead lines as set out in the 2023 non-statutory consultation. However, for the 2024 statutory consultation we are proposing to also consult on a Waveney Valley Alternative which includes a section of underground cable between approximately RG084 and RG091. Whether this is ultimately taken forward (or taken forward in an amended form) will be informed by consideration of landscape and visual, ecology and heritage effects along with the findings of technical and ground investigations amongst a range of factors including feedback received. We will continue to make changes to the 2024 preferred draft alignment as we receive further feedback and as the Project develops.
4.11.107	Suggest that the Project uses underground cables from pylon RG050 to pylon RG060.	National Grid has carefully considered the feedback received during the 2023 non-statutory consultation, the alternatives available, and other factors including our duties and obligations. These duties include balancing the need to be economic, efficient, and keep costs down in the interests of the bill-paying consumers, balanced against a duty to have regard to preserving amenity, the natural environment, cultural heritage, landscape, and visual quality. National Policy Statement (NPS) EN-5 makes clear that *'the Government's position that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or Areas of Outstanding Natural Beauty)'*. The NPS also confirms that widespread and significant adverse landscape and/or visual impacts in other locations may also justify the use of undergrounding. We may also adopt underground cables in other circumstances such as to cross existing 400 kV overhead line infrastructure. No such designations or crossing locations have been identified in this section which is therefore proposed as an overhead line at this stage. We are undertaking an Environmental Impact Assessment (EIA) to assess the potential impact of the Project, and this will identify any need for additional mitigation.
4.11.108	Suggest that the Project uses underground cables near the airfields at Tibenham (Norfolk Gliding Club and Priory Farm) or that the Project is routed east of these airfields.	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from or underground near Tibenham Airfield and Priory Airfield. National Grid has appointed an independent aviation consultancy which has engaged with (with National Grid also present) Tibenham and Priory Airfield. Following discussion with the airfields and further assessment it has been determined, with the Project as currently proposed, that the airfields can continue to operate. We will continue to engage with nearby airfields as appropriate throughout the project development process.
4.11.109	Suggest that the pylon on Northfield Road, Forncett St Mary is relocated away from residences.	The 2023 preferred draft alignment is routed midway between properties in this section. It is not possible to modify the alignment without transferring effects at one residential property to greater effects on receptors in the area for another. Moving the pylon a small amount may be possible but may also require the use of a taller pylon to maintain necessary electrical safety clearances above the ground. We also note that the current positioning does seem to mean there is some intervening tree screening to both of the nearest properties. We therefore are not currently proposing a change to the 2023 preferred draft alignment in this location, however we will continue to make changes to the 2024 preferred draft alignment as we receive further feedback and as the Project develops

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4.11.110	Suggest that the underground cables are used between Wortham Ling and Redgrave Fen.	National Grid continues to investigate the development of the appropriate design solution in the vicinity of the Waveney Valley via a range of investigations. Pending the outcome of those investigations the baseline remains the use of overhead lines as set out in the 2023 non-statutory consultation. However, for the 2024 statutory consultation we are proposing to also consult on a Waveney Valley Alternative which includes a section of underground cable between approximately RG084 and RG090. Whether this is ultimately taken forward (or taken forward in an amended form) will be informed by consideration of landscape and visual, ecology and heritage effects along with the findings of technical and ground investigations amongst a range of factors including feedback received. We will continue to make changes to the 2024 preferred draft alignment as we receive further feedback and as the Project develops.
4.11.111	Suggest that T-pylons are used near Tibenham Airfield and near Diss.	National Grid has appointed an independent aviation consultancy which has engaged with (with National Grid also present) Tibenham Airfield. Following discussion and further assessment it has been determined, with the Project as currently proposed, that the airfield can continue to operate. We will continue to engage with nearby airfields as appropriate throughout the project development process. The 2024 preferred draft alignment reflects the use of standard lattice pylons. The use of other pylon designs is still under consideration, if an overhead line route is progressed. We have and will continue to carry out further assessments on pylon design. Our assessments will include visual impacts and mitigation, environmental and ecological considerations, construction, and lifetime maintenance effects. Different designs in use in the UK include: • standard lattice; • lower height lattice; and • T-pylons. The findings from our assessments will be published in Appendix C of the Design Development Report (DDR) as part of our 2024 statutory consultation. We will continue to consider the use of alternative pylon types should further feedback be received from the 2024 statutory consultation.
4.11.112	Suggest that underground cables are used for the Project along the A12 and A140, suggest that the Project is underground along the railway tracks from London-Ipswich-Norwich.	Whilst there could be potential benefits from infrastructure being concentrated geographically, i.e., by routeing the Project in close proximity to existing rail or road infrastructure such as the A140, there are constraints and features that mean that we do not consider paralleling will reduce environmental effects or improve compliance with the Holford Rules or be more consistent with the policy requirement to be economic and efficient. A number of residential properties, as well as hamlets, villages and towns, are present in close proximity to the existing transport infrastructure necessitating multiple diversions of an overhead line. There are also some locations where the combination of existing physical and environmental features (railway and road infrastructure, commercial and residential properties, woodlands etc) present very substantial challenges to routeing and siting. As a result, whilst paralleling of the rail lines, A12 or A140 may appear beneficial in some short sections, overall, the increased environmental effects from multiple changes of direction are considered greater and less compliant with the Holford Rules than those that are associated with a new route alignment. On this basis no change is currently proposed but we will continue to make changes to the 2024 preferred draft alignment where practicable as we receive further feedback and as the Project develops.

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4.11.113	Suggest that underground cables are used between Norwich and Long Stratton.	National Grid has carefully considered the feedback received during the 2023 non-statutory consultation, the alternatives available, and other factors including our duties and obligations. These duties include balancing the need to be economic, efficient, and keep costs down in the interests of the bill-paying consumers, balanced against a duty to have regard to preserving amenity, the natural environment, cultural heritage, landscape, and visual quality. National Policy Statement (NPS) EN-5 makes clear that *'the Government's position that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or Areas of Outstanding Natural Beauty (AONBs))'*. The NPS also confirms that widespread and significant adverse landscape and/or visual impacts in other locations may also justify the use of undergrounding. We may also adopt underground cables in other circumstances such as to cross existing 400 kV overhead line infrastructure. No such designations or crossing locations have been identified in this section which is therefore proposed as an overhead line at this stage. We are undertaking an Environmental Impact Assessment (EIA) to assess the potential impact of the Project, and this will identify any need for additional mitigation.
4.11.114	Suggest that underground cables are used for the entire Project.	National Grid has carefully considered the feedback received during consultation, the alternatives available, and other factors including our duties and obligations. These duties include balancing the need under The Electricity Act 1989 to be economic and efficient, which includes keeping costs down in the interests of the bill-paying consumers, with a duty to have regard to preserving amenity, which includes the natural environment, cultural heritage, landscape and visual quality. The National Policy Statement (NPS) EN-5 makes clear that *'the Government's position that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or Areas of Outstanding Natural Beauty (AONB))'.* The NPS also confirms that widespread and significant adverse landscape and/or visual impacts in other locations may also justify the use of undergrounding. We may also adopt underground cables in other circumstances such as to cross existing 400 kV overhead line infrastructure. Therefore, whilst undergrounding the whole route is not considered appropriate, National Grid's proposals do include underground cable within the Dedham Vale AONB in accordance with NPS EN-5. Prior to our 2023 non-statutory consultation we identified the need to extend the underground cable beyond the AONB boundary because of potential effects, we have further extended this section of underground cable following consideration of feedback on our 2023 non-statutory consultation and additional investigation into potential effects. We also identified an approximately 4 km section near Great Horkesley as meeting the particularly sensitive criteria where underground cable is also proposed and following consideration of feedback to the 2023 non-statutory consultation, we are reviewing the potential to utilise around 2 km of underground cable near Diss though this is subject to review of the findings of ground investigations and further studies. Additionally, underground cable is proposed at Fairstead for a 400 kV overhead line crossing and for around 5 km for the crossing of the Lower Thames Crossing (LTC) proposals and line entry to Tilbury Substation.
4.11.115	Suggest that underground cables are used with the Project rerouted to the original route (e.g. from 2022	We note the respondent's preference, but in the absence of new information, consider that the reasons for change to the preferred draft alignment remain compelling noting that a change back to the corridor would increase effects on Bressingham Gardens. We are confident that a route alignment minimizing interface with the proposed solar farms can be developed. We therefore are not currently proposing a change to the 2023 preferred draft alignment in this

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	preferred draft corridor) to minimise impact on Bressingham Gardens and proposed solar farm in Palgrave (previously discussed with Fisher German).	location, however we will continue to make changes to the 2024 preferred draft alignment as we receive further feedback and as the Project develops.
4.11.116	Suggest the Project between pylons RG036 and RG040 is re-routed so as not to breach Holford Rule Five.	The Holford rules provide guidance and are not intended to form individual points of compliance. By their very nature they can be contradictory and start with cautionary text such as *'Other things being equal…'* so it is essential to adopt a balanced decision. In the case of the section from RG036 to RG040, alternative corridors and alignments were considered as set out in the Design Development Report published as part of the 2023 non-statutory consultation but were considered less preferred and no new information is presented to invalidate those findings. For these reasons we are not currently proposing a change to the 2023 preferred draft alignment in this location in response to this request, however we will continue to make changes to the 2024 preferred draft alignment as we receive further feedback and as the Project develops. We are also undertaking an Environmental Impact Assessment (EIA) to assess the potential impact of the Project, and this will identify any need for additional mitigation.
4.11.117	Suggest the Project is rerouted between pylons RG071 and RG111 (plan provided by respondent).	National Grid has carefully considered alternatives to the 2023 preferred draft alignment. This includes alternatives to the west of Diss as outlined by the respondent with consideration of overhead line only alternatives and alternatives combining overhead line with some sections of underground cable. Whilst this alternative avoids the cluster of residential properties at Roydon and Bressingham, compared with the 2023 preferred draft alignment, the closest residential properties are at approximately similar distances from the nearest pylon in both and we note that the majority of the properties in Bressingham, Roydon and Diss benefit from some screening of views by trees or intervening property. The crossing location is much closer to areas of ecological interest and where there is a greater extent of peat soils and where there is expected to be a greater focus for nature recovery areas. Overall National Grid considers that the option outlined by the respondent is less preferred to the 2023 preferred draft alignment on the basis of greater heritage, ecology and soils effects. For these reasons we are not currently proposing a change to the 2023 preferred draft alignment in this location, however we will continue to make changes to the 2024 preferred draft alignment as we receive further feedback and as the Project develops.
4.11.118	Suggest the pylons be re-routed to the west of Bressingham.	National Grid has carefully considered alternatives to the 2023 preferred draft alignment. This includes alternatives to the west of Diss as suggested by the respondent with consideration of overhead line only alternatives and alternatives combining overhead line with some sections of underground cable. Whilst slightly fewer residential properties are within 200 m of the centreline (estimated at 18 compared with 25) of this alternative compared with the 2023 preferred draft alignment, the closest are at approximately similar distances from the nearest pylon in both. Overall National Grid considers that the option outlined by the respondent is less preferred to the 2023 preferred draft alignment on the basis of greater heritage, ecology and soils effects. Further detail is set out in the 2024 Design Development Report (DDR) which is published as part of the 2024 statutory consultation.

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4.11.119	Suggest underground cables are used between Mellis and Burston.	National Grid has carefully considered the feedback received during the 2023 non-statutory consultation, the alternatives available, and other factors including our duties and obligations. These duties include balancing the need to be economic, efficient, and keep costs down in the interests of the bill-paying consumers, balanced against a duty to have regard to preserving amenity, the natural environment, cultural heritage, landscape, and visual quality. National Policy Statement (NPS) EN-5 makes clear that *'the Government's position that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or Areas of Outstanding Natural Beauty (AONB))'.* The NPS also confirms that widespread and significant adverse landscape and/or visual impacts in other locations may also justify the use of undergrounding. We may also adopt underground cables in other circumstances such as to cross existing 400 kV overhead line infrastructure. No such designations or crossing locations have been identified in this section which is therefore proposed as an overhead line at this stage. We are undertaking an Environmental Impact Assessment (EIA) to assess the potential impact of the Project, and this will identify any need for additional mitigation.
4.11.120	Suggested that the Project between pylons RG019 and RG024 should run further north-west of their current position (i.e., to reduce impact on residential properties, Grade II* listed buildings, wildlife, distinctive geology, heritage assets, and farming operations).	This suggestion would see the alignment diverted to the north of Upper Grove Wood before passing to the west of High Hopes and reconnecting to the 2023 preferred draft alignment. It is a longer and less direct route with an expected three additional angle pylons and potentially an additional pylon compared with an otherwise straight alignment. This is less consistent with Holford Rules albeit a reduction in effects on heritage assets is noted. On balance no change is currently proposed but we will continue to make changes to the 2024 preferred draft alignment where practicable as we receive further feedback and as the Project develops. We are also undertaking an Environmental Impact Assessment (EIA) to assess the potential impact of the Project, and this will identify any need for additional mitigation.
4.11.121	Suggestion that the Project is routed away from / the Project should not be located at a specific location.	Further assessment and technical appraisal have been undertaken following feedback received from the 2023 non-statutory consultation which has resulted in several changes to the current draft alignment. Further details on these changes can be found in the Design Development Report (DDR), published as part of the 2024 statutory consultation. Further changes to the draft alignment will be considered as the Project develops.
4.11.122	Suggestion that the Project is routed away from / the Project should not be located at Bressingham.	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Bressingham. Beyond alternatives set out in the Design Development Report (DDR) in this area, and in the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the draft alignment. Guidelines on overhead line routeing are known as the Holford Rules which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Chapter 1 of this report.
4.11.123	Suggestion that the Project is routed away from / the Project	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Bunwell. In the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the draft alignment. Guidelines

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	should not be located at Bunwell.	on overhead line routeing are known as the Holford Rules which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Chapter 1 of this report.
4.11.124	Suggestion that the Project is routed away from / the Project should not be located at Cargate Common.	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Cargate Common. Beyond alternatives set out in the Design Development Report (DDR) in this area, and in the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the draft alignment. Guidelines on overhead line routeing are known as the Holford Rules which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Chapter 1 of this report.
4.11.125	Suggestion that the Project is routed away from / the Project should not be located at Diss.	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Diss. Beyond alternatives set out in the Design Development Report (DDR) in this area, and in the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the draft alignment. Guidelines on overhead line routeing are known as the *'Holford Rules'* which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Chapter 1 of this report.
4.11.126	Suggestion that the Project is routed away from / the Project should not be located at Forncett End village.	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Forncett End. In the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the draft alignment. Guidelines on overhead line routeing are known as the Holford Rules which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Chapter 1 of this report.
4.11.127	Suggestion that the Project is routed away from / the Project should not be located at Forncetts.	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from the Forncetts. In the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the draft alignment. Guidelines on overhead line routeing are known as the Holford Rules which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Chapter 1 of this report.
4.11.128	Suggestion that the Project is routed away from / the Project should not be located at Great Moulton.	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Great Moulton. In the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the draft alignment. Guidelines on overhead line routeing are known as the Holford Rules which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Chapter 1 of this report.
4.11.129	Suggestion that the Project is routed away from / the Project	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Heywood Road. In the absence of a specific basis for the change or a proposed alternative alignment, we have

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	should not be located at Heywood Road.	considered this feedback by following the guidance in the Holford Rules in developing the draft alignment. Guidelines on overhead line routeing are known as the Holford Rules which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Chapter 1 of this report.
4.11.130	Suggestion that the Project is routed away from / the Project should not be located at Mulbarton.	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Mulbarton. In the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the draft alignment. Guidelines on overhead line routeing are known as the Holford Rules which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Chapter 1 of this report.
4.11.131	Suggestion that the Project is routed away from / the Project should not be located at Redgrave Fen.	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Redgrave Fen. In the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the draft alignment. Guidelines on overhead line routeing are known as the Holford Rules which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Chapter 1 of this report.
4.11.132	Suggestion that the Project is routed away from / the Project should not be located at Roydon.	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Roydon. Beyond alternatives set out in the Design Development Report (DDR) in this area, and in the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the draft alignment. Guidelines on overhead line routeing are known as the Holford Rules which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Chapter 1 of this report.
4.11.133	Suggestion that the Project is routed away from / the Project should not be located at Roydon Fen.	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from the Roydon Fen. Beyond alternatives set out in the Design Development Report (DDR) in this area, and in the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the draft alignment. Guidelines on overhead line routeing are known as the Holford Rules which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Chapter 1 of this report.
4.11.134	Suggestion that the Project is routed away from / the Project should not be located at Shelfhanger.	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Shelfhanger. In the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the draft alignment. Guidelines on overhead line routeing are known as the Holford Rules which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Chapter 1 of this report.

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4.11.135	Suggestion that the Project is routed away from / the Project should not be located at Tacolneston.	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Tacolneston. In the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the draft alignment. Guidelines on overhead line routeing are known as the Holford Rules which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Chapter 1 of this report.
4.11.136	Suggestion that the Project is routed away from / the Project should not be located at Tibenham.	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Tibenham. In the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the draft alignment and considering other alternatives as set out in the 2022 Corridor and Preliminary Routeing and Siting Study (CPRSS) and 2023 Design Development Report (DDR). Guidelines on overhead line routeing are known as the Holford Rules which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Chapter 1 of this report.
4.11.137	Suggestion that the Project is routed away from / the Project should not be located at Tibenham Aerodrome.	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Tibenham Aerodrome. National Grid has appointed an independent aviation consultancy which has engaged with (with National Grid also present) Tibenham Airfield. Following discussion with the airfield and further assessment it has been determined, with the Project as currently proposed, that the airfields can continue to operate. We will continue to engage with nearby airfields as appropriate throughout the project development process.
4.11.138	Suggestion that the Project is routed away from / the Project should not be located at Winfarthing.	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Winfarthing. In the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the draft alignment. Guidelines on overhead line routeing are known as the Holford Rules which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Chapter 1 of this report.
4.11.139	Suggestion that the Project is routed away from / the Project should not be located at Wortham Ling.	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Wortham Ling. Beyond alternatives set out in the Design Development Report (DDR) in this area, and in the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the draft alignment. Guidelines on overhead line routeing are known as the Holford Rules which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Chapter 1 of this report.
4.11.140	Suggestion that the Project is routed away from / the Project should not be located in the Tas Valley.	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from the Tas Valley. Beyond alternatives set out in the Design Development Report (DDR) in this area, and in the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the draft alignment. Guidelines on overhead line routeing

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		are known as the Holford Rules which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Chapter 1 of this report.
4.11.141	Suggestion that underground cables are used within vicinity of Forncetts.	National Grid has carefully considered the feedback received during the 2023 non-statutory consultation, the alternatives available, and other factors including our duties and obligations. These duties include balancing the need to be economic, efficient, and keep costs down in the interests of the bill-paying consumers, balanced against a duty to have regard to preserving amenity, the natural environment, cultural heritage, landscape, and visual quality. National Policy Statement (NPS) EN-5 makes clear that *'the Government's position that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or Areas of Outstanding Natural Beauty)'.* The NPS also confirms that widespread and significant adverse landscape and/or visual impacts in other locations may also justify the use of undergrounding. We may also adopt underground cables in other circumstances such as to cross existing 400 kV overhead line infrastructure. No such designations or crossing locations have been identified in this section which is therefore proposed as an overhead line at this stage. We are undertaking an Environmental Impact Assessment (EIA) to assess the potential impact of the Project, and this will identify any need for additional mitigation.
4.11.142	Suggests pylon RG038 – RG041 be routed away from listed buildings (Corner Farm and Alborough House farm and cottages).	National Grid has routed and sited the 2023 preferred draft alignment in accordance with the Holford Rules. In order to move RG038 to RG041 further away from residential properties we would have to slightly increase the length of the overhead line and increase the scale of direction change which would be less consistent with the Holford Rules. Effects would also be transferred to other receptors. For these reasons we are not currently proposing a change to the 2023 preferred draft alignment in this location, however we will continue to make changes to the 2024 preferred draft alignment as we receive further feedback and as the Project develops. We are also undertaking an Environmental Impact Assessment (EIA) to assess the potential impact of the Project, and this will identify any need for additional mitigation.
4.11.143	Suggests that the blue route (around Fersfield) should be considered to mitigate effects on small villages.	National Grid has carefully considered alternatives to the 2023 preferred draft alignment. This includes alternatives to the west of Diss as suggested by the respondent with consideration of overhead line only alternatives and alternatives combining overhead line with some sections of underground cable. Whilst slightly fewer residential properties are within 200 m of the centreline (estimated at 18 compared with 25) of this alternative compared with the 2023 preferred draft alignment, the closest are at approximately similar distances from the nearest pylon in both. Overall National Grid considers that the option outlined by the respondent is less preferred to the 2023 preferred draft alignment on the basis of greater heritage, ecology and soils effects. Further detail is set out in the 2024 Design Development Report (DDR) which is published as part of the 2024 statutory consultation.
4.11.144	Suggests the kink in the line at Roydon should be rectified to a more direct route so not to encircle the town on three sides (straight lines from north	This suggestion would position the preferred draft alignment directly over several residential properties, be very close to listed heritage assets and not address potential effects on the Brook airstrip. Therefore, it is considered less consistent with the Holford Rules and expected to lead to a greater level of environmental effects. On this basis no change is currently proposed but we will continue to make changes to the 2024 preferred draft alignment where practicable as we receive further feedback and as the Project develops.

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	of Mellis should be taken to where you cross the A1066).	
Design Question		
4.11.145	Query whether if the Project is routed within the 2000 m of the runway mid-point of Tibenham Airfield, to what National Grid accept responsibility, risk liability for a compromise of safety?	National Grid has appointed an independent aviation consultancy which has engaged with (with National Grid also present) Tibenham Airfield. Following discussion and further assessment it has been determined, with the Project as currently proposed, that the airfield can continue to operate. We will continue to engage with nearby airfields as appropriate throughout the project development process.
Economic / Employment Impact		
4.11.146	Concern about the negative impact on businesses in the area.	Through the routeing and siting exercise National Grid has sought and will continue to reduce as far as practicable impacts to businesses. To reduce potential impacts, we are identifying businesses and enterprises and their primary function, and also those that are likely to generate tourism such as private gardens and parks. These have been and will continue to be considered during the iterative design process. Impacts on local businesses will be presented within a Socio-economics, Recreation and Tourism assessment which is being undertaken and will be written up to form part of the Environmental Impact Assessment (EIA). As part of this assessment, a range of measures will be considered throughout the construction phase of the Project to minimise disruption to businesses and their users. These measures will be identified within the Environmental Statement (ES) that will accompany the Development Consent Order (DCO) application.
4.11.147	Concern that the Project is route through the Bloys Grove Solar Plant.	In the development of the 2023 preferred draft alignment we have sought to minimize effects on existing or proposed solar farms but balance avoidance of such sites against effects on other receptors (environmental features, residential properties etc). In the case of this solar farm our proposals currently avoid the positioning of pylons within the proposed development area, While we do envisage some oversail, we do not consider this should interfere with the solar farm operation. We will engage with the developer as our proposals develop.
4.11.148	Request for further information on what business activity is affected (to negate a change to the route in Roydon), with the detail as to how the business will be affected and by how much.	National Grid identified the potential for effects on Bressingham Steam Museum and Gardens and on the Heron Meadow Care Farm activity due to anticipated oversail by alignment routeing within the 2022 preferred corridor. This along with other factors informed the decision making as set out in the 2023 Design Development Report (DDR) published as part of the 2023 non-statutory consultation.

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Environmental Impact		
4.11.149	Concern about flooding between pylon RG085 and RG089 (as the Project is located in flood zone 3 and is regularly under water in the winter months).	Pylons RG088 and RG089, within the 2024 preferred draft alignment, are located in Flood Zone 3. The Project will undertake a detailed Flood Risk Assessment to understand baseline conditions and to inform the flood resilience of the design. Measures to mitigate the potential to increase in baseline flood risk during construction or operation of the Project will also be secured.
4.11.150	Concern about the negative impact of the Project on the Green Belt(s).	To connect a new transmission connection into Tilbury Substation it will be necessary to route through the Metropolitan Green Belt. National Grid has considered the effects on the Green Belt and all of the options connecting into Tilbury identified in the Corridor and Preliminary Routeing and Siting Study (CPRSS) would result in new and upgraded infrastructure in the Green Belt. The National Electricity Transmission System (NETS) transports energy from where it is generated to where it is used, in homes, schools, hospitals, businesses, and factories. Electricity networks are an established feature in our landscapes, taking energy across open countryside to towns and cities where it is needed. To ensure the national electricity network can transport energy efficiently there are numerous electricity transmission connections crossing Green Belts. Many of these connections are by way of overhead lines. By their nature, electricity transmission infrastructure (overhead lines) within the Green Belt is inevitable due to the need to transport energy around the country and the need to avoid the most built-up areas around our towns and cities (Holford Rule Supplementary Note 1). Some electricity infrastructure such as overhead lines, are considered to be engineering operations. By the nature of their design, and the sensitive siting, some of this infrastructure such as pylons and conductors may not be considered inappropriate development in the Green Belt as they do not conflict with Green Belt purposes and preserve openness. Although overhead lines may occupy long corridors within Green Belt, they involve little physical change to the land through which they pass and leave a large majority of the land beneath them free from development and therefore open. National Grid will submit a Planning Statement with its Development Consent Order (DCO) application which will assess the impacts of the Norwich to Tilbury Project on the Green Belt.
4.11.151	Concern over stability of topsoil (microbiology) during and after construction.	The design of the Project will incorporate suitable consideration of the ground conditions based on data from site specific ground investigation and assessment and therefore any risks from ground instability would be considered within the engineering design of the new infrastructure in accordance with best practice. This would mean the Project will be built with any required design and construction mitigation in place. Soil surveys will be undertaken along the route of the Project to identify the nature of the soils present, to include soil texture, topsoil horizon thickness and sensitivity in relation to soil handling and reinstatement. This information will be used to develop a Soil Management Plan which will set out how different soils will be handled and reinstated where applicable to ensure they are restored to as close to their pre-construction condition. This will support the recreation of conditions suitable for the expected soil microbial communities.

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4.11.152	Concern that the Project will impact designated sites (e.g. Sites of Special Scientific Interest (SSSI), Ancient Woodland and a Royal Society for the Protection of Birds (RSPB) reserve).	Through routeing and siting, National Grid has sought and will continue to reduce as far as practicable impacts on biodiversity and in particular features of high ecological value, such as Sites of Special Scientific Interest (SSSI), Special Protection Areas (SPAs), Ramsar sites and Ancient Woodland. The process of route design takes account of existing biodiversity, the natural environment and, where practicable, seeks to reduce potential impacts on areas of ecological sensitivity, through avoidance or mitigation. The Environmental Impact Assessment (EIA) for the Project will assess the effects on biodiversity (which includes receptors such as SSSIs, SPAs, Ramsar sites and Ancient Woodland) and where necessary will detail mitigation requirements. The assessment methodology has been discussed and agreed with Natural England and the assessment will be presented in the Environmental Statement (ES) or Habitats Regulations Assessment (HRA) depending on potential impact pathways. We will continue to engage with Natural England, the Royal Society for the Protection of Birds (RSPB) and other relevant stakeholders on aspects relating to biodiversity and the natural environment, including appropriate mitigation measures and techniques, and will take their views into account as the Project continues to develop.
4.11.153	Concern that the Project will result in a negative impact on the environment generally (no details given).	Through routeing and siting, National Grid has sought and will continue to reduce as far as practicable impacts on the environment. National Grid is undertaking an Environmental Impact Assessment (EIA) for the Project. The results of this assessment will be provided in the Environmental Statement (ES) that will accompany the Development Consent Order (DCO) application. The ES will identify and assess the likely significant effects on the environment resulting from the construction and operation (and maintenance) of the Project and will recommend appropriate mitigation measures to reduce potential effects. The scope of the EIA is included in the Scoping Report which was submitted to the Planning Inspectorate in November 2022. We will continue to engage with a range of stakeholders (including Statutory Environmental Bodies (SEBs) and relevant Local Planning Authorities (LPAs)) throughout the development of the Project design and environmental assessment work.
4.11.154	Suggest that areas other than the Area of Outstanding Natural Beauty (AONB) should be protected / Criticism that only the AONB has been considered.	National Policy Statement (NPS) EN-5 states that the Government considers overhead lines to be appropriate and acceptable in most instances, although it recognises that that there may be, at particularly sensitive locations, potential adverse landscape and visual impacts of overhead line infrastructure that make it inconsistent with our duties and relevant planning policy. The Area of Outstanding Natural Beauty (AONB) designation in this section is one such location where there is a presumption that underground cable technology is adopted with the extent of underground cabling extending beyond the boundary in response to the potential for the Project to affect the Natural Beauty of the AONB. Our current proposals include a total of approximately 20 km of underground cable through and in the vicinity of the Dedham Vale AONB, including a section at Great Horkesley to reduce the changes in views and setting of the AONB from within and adjacent to its designated boundary. Underground cabling is also proposed for short section for a 400 kV overhead line crossing near Fairstead and approximately 5 km from just north of the Lower Thames Crossing (LTC) through to Tilbury Substation. Projects of this nature are required to assess the potential environmental impacts of the proposals, and report on those, and set out proposed mitigation, in an Environmental Statement (ES) in accordance with the relevant Environmental Impact Assessment (EIA) Regulations. The EIA starts early in the process and, in that respect, a

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		considerable amount of assessment work has been undertaken to allow preliminary judgements to be made about the design and routeing of the Project. This has been set out in various publications (The Corridor and Preliminary Routeing and Siting Study (CPRSS), published as part of the 2022 non-statutory consultation, the Design Development Report, 2022 Non-Statutory Consultation Feedback Report and Strategic Options Backcheck and Review, published as part of the 2023 non-statutory consultation) with feedback helping shape the preliminary proposals. Further detailed assessment work has been undertaken since the 2023 non-statutory consultation and is published in the Preliminary Environmental Information Report (PEIR) to accompany the statutory consultation stage of the Project. National Grid will be writing up its Landscape and Visual Impact Assessment (LVIA) that will, in addition to other topic specific assessments, form the latter part of the EIA for the Project. This will include a write-up of an assessment on both landscape character and visual amenity. Where likely significant effects are anticipated the LVIA will consider and identify areas where it may be necessary and appropriate to put forward potential mitigation as part of an iterative design and assessment process.
Financial Compensation		
4.11.155	Concern that the Project will devalue property / impact on property value in this section.	National Grid acknowledges that its proposals may cause concern to landowners. Diminishment of property value known as 'injurious affection' and any other appropriate heads of claim will be considered on an individual basis in accordance with current legislation. We will pursue a voluntary agreement with affected landowners, acquiring rights in accordance with our Land Rights Strategy (the strategy is subject to review). If a voluntary agreement cannot be reached, then the Compulsory Purchase Code allows for a claim of compensation for the loss that property owners may have suffered as a direct result of the retained part of your property ownership being worth less as a direct result of the works. If there are any specific concerns about the devaluation of property National Grid would advise seeking third party advice or alternatively please contact the Project team: Norwich-Tilbury@fishergerman.co.uk or by calling us on Freephone 0808 175 3314. Alternatively, you can write to Norwich to Tilbury Land Team, Fisher German, The Atrium, Risby Business Park, Newmarket Road, Risby, Bury St Edmunds, IP28 6RD.
4.11.156	Request for adequate financial compensation / suggest that impacted individuals need to be compensate.	All affected landowners will be compensated for any temporary/permanent losses, and this will be dealt with on a case-by-case basis. If there are any specific concerns requiring compensation and how it will be assessed, please contact the Project team: Norwich-Tilbury@fishergerman.co.uk or by calling us on Freephone 0808 175 3314. Alternatively, you can write to Norwich to Tilbury Land Team, Fisher German, The Atrium, Risby Business Park, Newmarket Road, Risby, Bury St Edmunds, IP28 6RD Additionally, we await details of how Government intends to implement its proposals for those living in close proximity to new electricity infrastructure.

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Health, Safety and Wellbeing		
4.11.157	Concern about the impact of the Project on the New Buckenham Country Park Balloon Festival.	National Grid has appointed an independent aviation consultancy, who have assessed ballooning activities across the Project. Hot air balloons take off vertically and then travel with the wind. There is some control on landing e.g. to avoid obstacles or to locate a suitable landing area by firing the burners (to increase the altitude) or by opening the parachute valve to release hot air (to reduce the altitude). It should therefore be possible for the pilot to avoid the overhead line if the balloon gets close. It should also be noted that there are existing overhead lines close to the Project that such activities successfully avoid. The proposed overhead line does not impose an unacceptable safety risk for balloons operating in the area. We will continue to seek to meet representatives of ballooning as Project development continues.
4.11.158	Concern about the safety of pylons in clay soils in this section and concern that pylon RG040 will cause water course contamination and more flooding during construction.	As part of the ongoing Project development more detailed ground investigation and soil (topsoil and subsoil) surveys will be undertaken and fed into the development process. This information will be held and continue to be referenced throughout the lifecycle of the Project design. Any location specific parameters will be fed into the detailed design process and mitigated against as the design continues to evolve. Topsoil and subsoil textures will be identified to support the detailing of soil handling strategies for different soil types. The Environmental Statement (ES) will include a risk assessment in relation to contamination that is likely to be present, and mitigation measures put in place where required, and a protocol will be included within the Outline Code of Construction Practice (CoCP) for dealing with any unexpected contamination. In addition, a Foundation Works Risk Assessment will be undertaken, where piling would be utilised, to minimise and avoid the risk of introducing new contamination and creating new contamination pathways. The Project will also secure commitments to manage surface water runoff generated from construction works areas, including within the design measures to attenuate rainfall runoff, and any further mitigation measures necessary to ensure no increase in offsite flood risk will be identified by undertaking a Flood Risk Assessment (FRA).
4.11.159	Concern that air ambulance and police helicopter operations may be affected by the Project at night and during conditions of poor visibility and low cloud (e.g. at Tibenham).	National Grid has appointed an independent aviation consultancy which has engaged with (with National Grid also present) Tibenham Airfield. Following discussion and further assessment it has been determined, with the Project as currently proposed, that the airfield can continue to operate. We will continue to engage with nearby airfields as appropriate throughout the project development process.
4.11.160	Concern that the Project may result in a negative impact on mental health / health and wellbeing.	National Grid recognises people may have concerns about the health effects of living close to an overhead line, and that the uncertainty whilst the proposals are developed may cause anxiety. We have sought to reduce potential effects on communities and residents through routeing and design. We have also sought to reduce concern or uncertainty about the proposals through making timely design decisions and engaging with the people and stakeholders throughout the development of the Project. The Project team will continue to engage with people potentially affected during the development of the Project, through regular communication including letters, phone calls and meetings. This will enable concerns to be raised and discussed at an early opportunity and provide a regular point of contact to respond to queries and concerns.

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		We urge anyone with concerns to get in touch through the Norwich to Tilbury Freephone number, address or email throughout the development of the Project: • **Call our Community Helpline:** 0800 915 2497 (Lines are open Monday to Friday 9am-5:30pm) • **Email us:** contact@n-t.nationalgrid.com • **Write to us:** FREEPOST N TO T (No stamp or further address details are required) The UK has a carefully thought-out set of policies for protecting us all against Electric and Magnetic Fields (EMFs), the main component of which is exposure guidelines. Those exposure guidelines are set by independent scientific bodies and are based on decades-long studies into the effects of EMFs and ill health. After those decades of research, the weight of evidence is against there being any health risks of EMFs below the guideline limits. These policies are incorporated into the decision-making process for development consent in National Policy Statement (NPS) EN-5. It is National Grid's policy to ensure that all of its equipment comply fully with those exposure limits. Our approach is to ensure that all our equipment complies with the policies, which are set by Government on the advice of their independent advisors. The proposed overhead lines, underground cables and substation will be designed to ensure they are fully compliant with these policies and guidelines. This ensures that health concerns relating to EMFs are properly and adequately addressed.
4.11.161	Concern that the siting of overhead lines presents a risk to balloons in the area (e.g. Priory Farm Aerodrome, Tibenham Aerodrome).	National Grid has appointed an independent aviation consultancy, who have assessed ballooning activities across the Project. Hot air balloons take off vertically and then travel with the wind. There is some control on landing e.g. to avoid obstacles or to locate a suitable landing area by firing the burners (to increase the altitude) or by opening the parachute valve to release hot air (to reduce the altitude). It should therefore be possible for the pilot to avoid the overhead line if the balloon gets close. It should also be noted that there are existing overhead lines close to the Project that such activities successfully avoid. National Grid considers that the proposed overhead line does not impose an unacceptable safety risk for balloons operating in the area. We will continue to seek to meet representatives of ballooning as Project development continues.
4.11.162	Concern that the siting of overhead lines presents a risk to light aircrafts in the area.	Our review of airfields within 4 km of the preferred corridor identified 10 General Aviation (GA) sites, one military site (Wattisham Flying Station) and the Mid and South Essex National Health Service (NHS) Broomfield Hospital which receives helicopters from a helipad on the roof of the main hospital building. We have also considered other airfields and flight activities where these have been identified through the 2022 and 2023 non-statutory consultations including for ballooning and for model flying. As well as considering feedback, National Grid's aviation advisers (an independent aviation consultancy) have directly engaged with these parties. A number of route alignment and pylon positioning changes have been made following consideration of feedback and in all but one case the assessment concludes that the airfields can continue to operate. In the remaining case of a private airstrip near Little Burstead we continue to liaise with the operator to identify an appropriate solution. Specifically in respect of Wattisham Flying Station our proposals position the alignment onto relatively lower ground (to remove the potential for interference with Instrument Landing System (ILS) radar) and adopt an alignment closer to the existing 132 kV overhead line and include replacing part of the 132 kV line south of Offton by underground cable to avoid a new overhead line corridor being introduced. We will continue to engage with relevant parties as appropriate throughout the project development process.

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4.11.163	Suggest that National Grid engage with the operator of Tibenham Airfield on suitable compliant lighting for the pylons.	National Grid has appointed an independent aviation consultancy which has engaged with (with National Grid also present) Tibenham Airfield. Following discussion and further assessment it has been determined, with the Project as currently proposed, that the airfield can continue to operate. We will continue to engage with nearby airfields as appropriate throughout the project development process and will consider the need for lighting in line with relevant guidance.
Heritage		
4.11.164	Concern about archaeological impacts (including impacts on sites of significance).	Through routeing and siting National Grid has sought and will continue to reduce as far as practicable potential impacts on the historic environment. We will be writing up our Historic Environment Assessment which will form part of the Environmental Impact Assessment (EIA) and will identify likely significant effects on archaeological sites. To inform this assessment, we are undertaking desk-based assessment and a suite of archaeological surveys to understand the baseline historic environment and refine the Project design further. We will continue to engage with Historic England and relevant Local Planning Authorities (LPAs) on aspects relating to heritage, including appropriate mitigation measures and techniques and to take their views into account as the Project continues to develop.
4.11.165	Concern about the negative impact on heritage buildings / listed buildings / historical site and suggest that the Project is routed away from or not located at heritage buildings / listed buildings / historical sites.	Through routeing and siting National Grid has sought to and will continue to reduce as far as practicable potential impacts on the historic environment, including listed buildings and known heritage assets. If potential impacts on the historic environment are identified, we will explore a range of mitigation measures such as careful siting of pylons and screening (both new and existing) to reduce potential impacts where practicable. This will be presented within the Historic Environment Assessment which will be written up and will form part of the Environmental Impact Assessment (EIA) for the Project. We will continue to engage with Historic England and relevant Local Planning Authorities (LPAs) on aspects relating to heritage, including appropriate mitigation measures and techniques and will take their views into account as the Project continues to develop.
Information		
4.11.166	Residents within vicinity of pylons RG019 to RG024 do not have access to a mains water supply, so any digging risks damaging the water aquifer.	The Environmental Impact Assessment (EIA) will include an assessment within the Contaminated Land, Geology and Hydrogeology chapter, which will identify any potential impacts, including to groundwater abstractions, and introduce any mitigation to safeguard existing drinking water supplies (both with regard to quantity and quality), as required. However, as the Project in this section of the route constitutes overhead lines, interaction with underlying aquifers would be limited. Any piling activities e.g., for pylon foundations, would be undertaken in accordance with good practice, and informed by Project Ground Investigation data.
Mitigation		
4.11.167	Request for more information regarding mitigation measures for disruption to wildlife and a	The mitigation package for the Project will be developed once the baseline information and a detailed impact assessment has been completed.

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	water meadow between pylons RG088 and RG090.	National Grid will continue to engage with Natural England and Local Planning Authorities (LPAs) on aspects relating to biodiversity and the natural environment, including appropriate mitigation measures and techniques and will take their views into account as the Project continues to develop. The Environment Act 2021 introduces a mandatory requirement for 10% Biodiversity Net Gain (BNG) for new Development Consent Order (DCO) developments (which is not yet in force). National Grid has committed to deliver Net Gain of at least 10% or greater in environmental value (including BNG) on all construction projects. The Net Gain target for the Project is currently voluntary and aligned with our corporate sustainability commitment. As well as seeking to avoid and minimise our impacts to nature, the Project will consider the land required for mitigation, compensation and enhancement that can deliver BNG and wider environmental benefits, which will be identified as the Project design develops. This may require delivery of offsite Biodiversity Units via habitat creation or enhancement actions in strategic areas, and we will consider all options that are available to us.
4.11.168	Suggest care and mitigation measures around pylon RG082 and Bressingham Road (e.g., during construction as the area is home to many species of wildlife / ensure bat habitats and treeline are protected).	Through routeing and siting National Grid has sought to and will continue to reduce as far as practicable potential impacts on biodiversity including suitable bat habitat. The process of routeing takes account of existing biodiversity, the natural environment and, where practicable, seeks to reduce potential impacts on areas of ecological sensitivity such as habitats, through avoidance or mitigation. The Environmental Impact Assessment (EIA) for the Project will assess the effects on biodiversity and where required appropriate mitigation measures. National Grid will continue to engage with Natural England and Local Planning Authorities (LPAs) on aspects relating to biodiversity and the natural environment, including appropriate mitigation measures and techniques and to take their views into account as the Project continues to develop. The Environment Act 2021 introduces a mandatory requirement for 10% Biodiversity Net Gain (BNG) for new Development Consent Order (DCO) developments (which is not yet in force). National Grid has committed to deliver Net Gain of at least 10% or greater in environmental value (including BNG) on all construction projects. The Net Gain target for the Project is currently voluntary and aligned with our corporate sustainability commitment. As well as seeking to avoid and minimise our impacts to nature, the Project will consider the land required for mitigation, compensation and enhancement that can deliver BNG and wider environmental benefits, which will be identified as the Project design develops. This may require delivery of offsite Biodiversity Units via habitat creation or enhancement actions in strategic areas, and we will consider all options that are available to us.
4.11.169	Suggest mitigation measures (e.g., through planting and screening measures/ replanting / rewilding / habitats replacement).	Through the routeing and siting exercise, National Grid has sought to, and will continue to seek to maximise the use of existing landform and vegetation to screen and filter views of the Project as far as practicable as it passes through the wider landscape. Where new infrastructure is required as part of the Project and the Environmental Impact Assessment (EIA) concludes that additional mitigation would be appropriate, measures to reduce effects can include the use of underground cables in the areas of highest amenity value (e.g. the Dedham Vale Area of Outstanding Natural Beauty (AONB)), sympathetic siting of infrastructure including substations, Cable Sealing End (CSE) compounds and pylons, and where necessary a range of mitigation planting for the purpose of softening and screening. The Environment Act 2021 introduces a mandatory requirement for 10% Biodiversity Net Gain (BNG) for new Development Consent Order (DCO) developments (which is not yet in force). We have committed to deliver Net Gain

Ref no.	Summary of matters raised	National Grid's response
		of at least 10% or greater in environmental value (including BNG) on all construction projects. The Net Gain target for the Project is currently voluntary and aligned with our corporate sustainability commitment. As well as seeking to avoid and minimise impacts to nature, the Project will consider the land required for mitigation, compensation and enhancement that can deliver BNG and wider environmental benefits, which will be identified as the Project design develops. This may require delivery of offsite Biodiversity Units via habitat creation or enhancement actions in strategic areas, and we will consider all options that are available to us.
Public Rights of Way (PRoW)		
4.11.170	Concern about the negative impact on Public Rights of Way (PRoW).	Through routeing and siting, National Grid has sought to and will continue to reduce, as far as practicable, impacts and disruption to Public Rights of Way (PRoW). The iterative process of route design has identified the existing PRoW network and their wider connectivity and sought where practicable to reduce and where possible remove impacts to PRoW. If mitigation is required, measures may include the temporary closure of PRoW during the construction phase, and where practicable a diversion to allow for the continued use and movement of the wider PRoW network. Effects on PRoW will be mitigated where possible, maintaining access where practicable, with closures as a last resort. We will continue to engage with relevant stakeholders on the PRoW network to enable feedback and input to be considered as the Project develops. A PRoW Management Strategy will be prepared as part of the Outline Code of Construction Practice (CoCP) and submitted with the Development Consent Order (DCO) application.
4.11.171	Concern that the Project will have a negative impact on the Angles Way.	Through routeing and siting, National Grid has sought to and will continue to reduce, as far as practicable, impacts and disruption to Public Rights of Way (PRoW). The iterative process of route design has identified the existing PRoW network and their wider connectivity and sought where practicable to reduce and where possible remove impacts to PRoW. If mitigation is required, measures may include the temporary closure of PRoW during the construction phase, and where practicable a diversion to allow for the continued use and movement of the wider PRoW network. Effects on PRoW will be mitigated where possible, maintaining access where practicable, with closures as a last resort. National Grid will continue to engage with the interested parties and stakeholders on the PRoW network to enable feedback and input to be considered as the Project develops. A PRoW Management Strategy will be prepared as part of the Outline Code of Construction Practice (CoCP) and submitted with the DCO application. We will be writing up our Traffic and Transport Assessment that will form part of the Environmental Impact Assessment (EIA) for the Project. This assessment will be presented in the Environmental Statement (ES) and identify the likely significant effects for users of affected PRoW such as the Angles Way and will recommend appropriate mitigation measures (in consultation with relevant stakeholders) to reduce potential effects.

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Request		
4.11.172	Request for information on which roads are likely to be affected by proposed construction traffic.	Construction access, egress and associated traffic routes are being considered and discussed with the appropriate local and national highways authorities. The detailed proposals will be consulted on during the 2024 statutory consultation.
4.11.173	Request for more information on the exact locations of the pylons number RG049 to RG062 (i.e. these are on the interactive map, but it difficult to interpret).	Further information on specific pylon locations will be presented at our 2024 statutory consultation. If you have any queries relating to specific pylon locations or any further concerns please contact our Project team through the Norwich to Tilbury Freephone number, address or email throughout the development of the Project: • **Call our Community Helpline:** 0800 915 2497 (Lines are open Monday to Friday 9am-5:30pm) • **Email us:** contact@n-t.nationalgrid.com • **Write to us:** FREEPOST N TO T (No stamp or further address details are required)
4.11.174	Suggestion that National Grid provide information on how they will repair roads damaged by construction work.	Where National Grid or its contractors are at fault for any damage to the existing highways, they will be liable for the repair of such under the instruction of the relevant highway authority.
Substation		
4.11.175	Concern about the lack of coordination between the Project and wind farm connections including Hornsea Three and Dudgeon and Sheringham Shoal Extension, solar farms and battery installations all within the vicinity and feeding into Norwich Main Substation.	National Grid takes all reasonable steps to coordinate with all third party stakeholders in the vicinity of the Project, this will include, where required, direct coordination of Project temporary and permanent works programmes. Cumulative effects arising in combination with other projects will be considered within the Environmental Impact Assessment being prepared to accompany the Development Consent Order (DCO) application.
Tourism		
4.11.176	Concern about the impact of the Project on tourism.	National Grid has a duty under the Electricity Act 1989 to have regard to the desirability of (amongst other things) preserving natural beauty, and to do what it reasonably can to mitigate the associated effects of new infrastructure. Through routeing and siting we have sought to avoid, as far as practicable, locations important for leisure and tourism. This includes taking forward a preferred draft route alignment which included changes to reduce effects on sites important for tourism such as Bressingham Steam Museum and Gardens.

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		We will continue to consider these locations as we develop our proposals and seek to reduce effects, by implementing measures such as, the use of underground cables in the areas of highest amenity value (Dedham Vale Area of Outstanding Natural Beauty (AONB)), and appropriately control construction related traffic movements during the construction phase to minimise disruption to local road users. Potential impacts on leisure and tourism will be presented within a Socio-economics, Recreation and Tourism assessment which is being written up and will form part of the Environmental Impact Assessment (EIA). As part of this assessment, a range of measures are being considered throughout the construction phase of the Project to minimise disruption on leisure and tourism. These include traffic management, signage and routeing measures. These will be identified within the Environmental Statement (ES), the Outline Code of Construction Practice (CoCP) and the Outline Construction Traffic Management Plan (CTMP).
Visual Impact		
4.11.177	Concern about the cumulative effect of onshore National Grid projects within this section.	National Grid is, as part of the Environmental Impact Assessment (EIA) for the Project, undertaking a cumulative effects assessment in accordance with the Planning Inspectorate's Advice Note Seventeen 'Cumulative Effects Assessment'. We will also engage with developers of infrastructure projects and other National Grid project teams in the area to understand their development plans and to identify complementary design principles and parameters where available and if practicable.
4.11.178	Concern about the cumulative effect of the Project alongside existing overhead lines.	National Grid is, as part of the Environmental Impact assessment (EIA) for the Project, undertaking a cumulative effects assessment in accordance with the Planning Inspectorate's Advice Note Seventeen 'Cumulative Effects Assessment'. Projects of this nature are required to assess the potential environmental impacts of the proposals, and report on those, and set out proposed mitigation, in an Environmental Statement (ES) in accordance with the relevant EIA Regulations. The EIA starts early in the process and, in that respect, a considerable amount of assessment work has been undertaken to allow preliminary judgements to be made about the design and routeing of the Project. This has been set out in various publications (The Corridor and Preliminary Routeing and Siting Study (CPRSS), published as part of the 2022 non-statutory consultation, the Design Development Report, 2022 Non-Statutory Consultation Feedback Report and Strategic Options Backcheck and Review, published as part of the 2023 non-statutory consultation) with feedback helping shape the preliminary proposals. Further detailed assessment work has been undertaken since the 2023 non-statutory consultation and is published in the Preliminary Environmental Information Report (PEIR) to accompany the statutory consultation stage of the Project. National Grid will be writing up its Landscape and Visual Impact Assessment (LVIA) that will, in addition to other topic specific assessments, form the latter part of the EIA for the Project. This will include a write-up of an assessment on both landscape character and visual amenity. Where likely significant effects are anticipated the LVIA will consider and identify areas where it may be necessary and appropriate to put forward potential mitigation as part of an iterative design and assessment process. For the LVIA, information will be gathered on the existing applicable environment / receptors and presented as the baseline. Any existing infrastructure (such as existing transmission lines and associated wirescapes) will form part of

Ref no.	Summary of matters raised	National Grid's response
		the baseline environment for the Project to be assessed against, to identify if significant landscape and / or visual effects are likely to arise. In the event significant effects are predicted, where possible, mitigation measures will be proposed to reduce the effect as far as practicable. The findings and conclusions of the LVIA and other topics assessments will then be considered within the cumulative impact assessment for the Project. Our 2024 statutory consultation will publish details of the Project including proposals to replace certain sections of 132 kV overhead line connection with underground cable. We will continue to liaise with UK Power Networks (UKPN) on other opportunities where the Project may facilitate opportunities for 132 kV network rationalisation.
4.11.179	Concern that the Project will be unsightly / visually intrusive (e.g., overhead lines, Cable Sealing End (CSE) compounds and substations).	The relevant National Policy Statement (NPS) is EN-5 which makes it clear that the Government considers overhead lines to be appropriate and acceptable in most instances, although it recognises that that there may be, at particularly sensitive locations, potential adverse landscape and visual impacts of an overhead line that make it inconsistent with our duties and relevant planning policy. In such cases the use of 400 kV underground cable would be adopted between carefully sited Cable Sealing End (CSE) compounds noting that such structures themselves may give rise to visual effects. The proposed East Anglia Connection Node (EACN) substation siting has also considered the potential for landscape and visual effects and whether particular sites provide greater screening or potential for screening to reduce effects. Projects of this nature are required to assess the potential environmental impacts of the proposals, and report on those, and set out proposed mitigation, in an Environmental Statement (ES) in accordance with the relevant Environmental Impact Assessment (EIA) Regulations. The EIA starts early in the process and, in that respect, a considerable amount of assessment work has been undertaken to allow preliminary judgements to be made about the design and routeing of the Project. This has been set out in various publications (The Corridor and Preliminary Routeing and Siting Study (CPRSS), published as part of the 2022 non-statutory consultation, the Design Development Report, 2022 Non-Statutory Consultation Feedback Report and Strategic Options Backcheck and Review, published as part of the 2023 non-statutory consultation) with feedback helping shape the preliminary proposals. Further detailed assessment work has been undertaken since the 2023 non-statutory consultation and is published in the Preliminary Environmental Information Report (PEIR) to accompany the statutory consultation stage of the Project. National Grid will be writing up its Landscape and Visual Impact Assessment (LVIA) that will, in addition to other topic specific assessments, form the latter part of the EIA for the Project. This will include a write-up of an assessment on both landscape character and visual amenity. Where likely significant effects are anticipated the LVIA will consider and identify areas where it may be necessary and appropriate to put forward potential mitigation such as screen planting and softening as part of an iterative design and assessment process.
4.11.180	Concern that the Project will cause a negative impact on landscape / views.	The relevant National Policy Statement (NPS) is EN-5 which makes it clear that the Government considers overhead lines to be appropriate and acceptable in most instances, although it recognises that that there may be, at particularly sensitive locations, potential adverse landscape and visual impacts of an overhead line that make it inconsistent with our duties and relevant planning policy. National Grid through the routeing and siting exercise has sought to reduce the impact on landscape character and visual amenity. We will continue to consider both landscape character and amenity value as we develop our proposals and seek to reduce effects.

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		Measures to reduce such effects have included the use of underground cables in the areas of highest amenity value such as the Dedham Vale Area of Outstanding Natural Beauty (AONB) and its setting and careful consideration of siting of infrastructure and pylons. Projects of this nature are required to assess the potential environmental impacts of the proposals, and report on those, and set out proposed mitigation, in an Environmental Statement (ES) in accordance with the relevant Environmental Impact Assessment (EIA) Regulations. The EIA starts early in the process and, in that respect, a considerable amount of assessment work has been undertaken to allow preliminary judgements to be made about the design and routeing of the Project. This has been set out in various publications (The Corridor and Preliminary Routeing and Siting Study (CPRSS), published as part of the 2022 non-statutory consultation, the Design Development Report, 2022 Non-Statutory Consultation Feedback Report and Strategic Options Backcheck and Review, published as part of the 2023 non-statutory consultation) with feedback helping shape the preliminary proposals. Further detailed assessment work has been undertaken since the 2023 non-statutory consultation and is published in the Preliminary Environmental Information Report (PEIR) to accompany the statutory consultation stage of the Project. National Grid will be writing up its Landscape and Visual Impact Assessment (LVIA) that will, in addition to other topic specific assessments, form the latter part of the EIA for the Project. This will include a write-up of an assessment on both landscape character and visual amenity. Where likely significant effects are anticipated the LVIA will consider and identify areas where it may be necessary and appropriate to put forward potential mitigation such as screen planting and softening as part of an iterative design and assessment process.
Wildlife / Ecology Impact		
4.11.181	Concern about the impact of the Project (including overhead lines) on birds.	Birds are being assessed in the biodiversity assessment which will form part of the Environmental Impact Assessment (EIA) following extensive desk study and field work. A bespoke survey scope specifically to assess collision risk with overhead lines has been agreed with Natural England targeting wintering / passage birds. Surveys commenced in September 2022 with the assessment to be included within the EIA. Should adverse impact be identified, they will be minimised as far as possible, where practicable. It is anticipated that a range of habitats within the land required for the construction of the Project would provide suitable habitat to support breeding birds and particularly those associated with farmland habitat. A survey scope for breeding birds is currently being discussed with Natural England ahead of the 2024 breeding season to identify key areas and potential impact pathways. Any trees to be impacted will also be surveyed to determine their suitability to support barn owl. Following the completion of survey work, the subsequent assessment will be included within the EIA. The Biodiversity Net Gain (BNG) strategy will take into account protected/notable species such as those species mentioned. It is noted that birds are a mobile species, and it is likely that active nests may be encountered during the construction phase. Precautionary working methods for breeding birds will be included within the Outline Code of Construction Practice (CoCP) that will accompany the Development Consent Order (DCO) application.
4.11.182	Concern about the impact of overhead lines on birds flying.	Birds are being assessed in the biodiversity assessment which will form part of the Environmental Impact Assessment (EIA). A bespoke survey scope specifically to assess collision risk with overhead lines has been agreed with Natural England targeting wintering / passage birds. Surveys commenced in September 2022 with the

Ref no.	Summary of matters raised	National Grid's response
		assessment to be included within the EIA. Should adverse impact be identified, they will be minimised as far as possible, where practicable.
4.11.183	Concern about the impact of the Project on bats living in barn between pylons RG054 and RG055.	Bats are being assessed in the biodiversity assessment as part of the Environmental Impact Assessment (EIA). Detailed bat activity surveys are underway and will continue into 2024 to identify key foraging and commuting routes for bats, alongside bat roosting surveys. Habitat found to support a wide range of bat species (including barbastelle *(Barbastella barbastellus*)) will be avoided where practicable within detailed routeing and where impact is unavoidable mitigation will be implemented. Any existing survey information on roosting bats in the local area would be welcomed and can be subsequently included within the baseline and assessment.
4.11.184	Concern about the impact of the Project on Hobbys (bird) near pylon RG039.	Birds, including Hobbys are being considered through extensive desk study and field work with an assessment included within the Environmental Statement (ES). The Biodiversity Net Gain strategy will seek to maximise opportunities for birds such as hobby by creating and enhancing habitats suitable for prey species.
4.11.185	Concern that birds of prey will be impacted by the Project (e.g., overhead line frequencies / disturbance).	Birds of prey are being considered through desk study and survey work, with a subsequent assessment to be included within the Environmental Impact Assessment (EIA). Bespoke surveys to identify trees with the potential to support barn owl are underway and will continue to be undertaken into 2024 in combination with a suite of breeding, wintering and passage bird surveys. All bird survey scopes either have been agreed or are currently in discussion with Natural England. The Biodiversity Net Gain (BNG) strategy will take into account protected/notable species of birds of prey providing additional habitat for prey species to increase food resource. It is also well documented that certain species, notably Peregrine, Hobby, Kestrel and Tawny Owl utilise pylons as artificial nesting opportunities.
4.11.186	Concern that the Project is routed over nesting buzzards at pylon RG083.	Birds are being considered through extensive desk study and survey work with an assessment included as part of the Environmental Statement (ES) (that will accompany the Development Consent Order (DCO) application). Due to the mobile nature of birds, mitigation measures will be included at the construction phase to ensure legal compliance.
4.11.187	Concern that the Project will have a negative impact on bees / Bees will be unable to navigate under high voltage overhead lines.	Bees can be affected if the hive is under (or very close to) a power line and the hive becomes charged. This can be eliminated by screening or earthing the hive. Other than that effect, there does not seem to be evidence of Electric and Magnetic Fields (EMFs) or overhead lines adversely affecting bees. In the United States of America, the strip of land along power lines, have been shown to be particularly attractive to bees. Additionally, National Grid has worked with the British Beekeeping Association to establish hives around our sites, including high voltage substations, which have thrived. Embedded design measures will avoid any potential effects.
4.11.188	Concern that the Project will impact 10 species of bats (including barbastelle bats) which have been identified as being within 2 km of pylons 35	Bats are being assessed in the biodiversity assessment as part of the Environmental Impact Assessment (EIA). Detailed bat activity surveys are underway and will continue into 2024 to identify key foraging and commuting routes for bats, alongside bat roosting surveys. Habitat found to support a wide range of bat species (including barbastelle (*Barbastella barbastellus*)) will be avoided where practicable within detailed routeing and where impact is

Ref no.	Summary of matters raised	National Grid's response
	and 36 (Norfolk Wildlife Survey 2020).	unavoidable mitigation will be implemented. Any existing survey information on roosting bats in the local area would be welcomed and can be subsequently included within the baseline and assessment.
4.11.189	Concern that the Project will impact Great Crested Newts (GCN) moving between natural ponds in this area (including Cheneys Lane).	It is currently proposed that Great Crested Newt (GCN) *(Triturus cristatus*) would be subject to a District Level Licence (DLL) which will cover mitigation for GCN. Under a DLL, there would be no requirement for any fieldwork for GCN or additional mitigation beyond that included in the DLL agreement. Mitigation would be located 'offsite' and at predetermined location(s) considered most suitable for habitat creation and GCN population management. This mitigation would be managed holistically by Natural England and their partners. A letter of comfort which sets out Natural England's agreement in principle to deliver DLL for the Project is included in the Scoping Report which was submitted in November 2022.
4.11.190	Concern that the Project will result in a negative impact on bats.	Bats are being assessed in the biodiversity assessment as part of the Environmental Impact Assessment (EIA) that will accompany the Development Consent Order (DCO) application. Detailed bat activity surveys are underway and will continue into 2024 to identify key foraging and commuting routes for bats. Habitat found to support a wide range of bat species (including barbastelle (*Barbastella barbastellus*)) will be avoided where practicable within detailed routeing and where impact is unavoidable mitigation will be implemented. In the instance that the loss of a tree(s) with potential to support roosting bats cannot be avoided, then these would be inspected / surveyed in accordance with the Bat Conservation Trust guidelines (2023) and appropriate mitigation implemented.
4.11.191	Concern that the Project will result in a negative impact on flora / plants / woodlands / hedgerows.	Through routeing and siting National Grid has sought to and will continue to reduce as far as practicable potential impacts on biodiversity including priority grassland, wetland, woodland, and hedgerow habitats. The process of route design takes account of existing biodiversity, the natural environment and, where practicable, seeks to reduce potential impacts on areas of ecological sensitivity, through avoidance or mitigation. The Environmental Impact Assessment (EIA) for the Project will assess the effects on important ecological receptors (which includes grasslands, wetlands, woodlands and hedgerows). As part of the EIA process for the Project, a suite of ecological surveys has been and will continue to be undertaken. The findings of which will inform the design and approach to mitigation. We will continue to engage with Natural England and Local Planning Authorities (LPAs) on aspects relating to biodiversity and the natural environment, including appropriate mitigation measures and techniques, and to take their views into account as the Project continues to develop. The Environment Act 2021 introduces a mandatory requirement for 10% Biodiversity Net Gain (BNG) for new Development Consent Order (DCO) developments (which is not yet in force). We have committed to deliver Net Gain of at least 10% or greater in environmental value (including BNG) on all construction projects. The Net Gain target for the Project is currently voluntary and aligned with our corporate sustainability commitment. As well as seeking to avoid and minimise impacts to nature, the Project will consider the land required for mitigation, compensation and enhancement that can deliver BNG and wider environmental benefits, which will be identified as the Project design develops. This may require delivery of offsite Biodiversity Units via habitat creation or enhancement actions in strategic areas, and we will consider all options that are available to us.

Ref no.	Summary of matters raised	National Grid's response
4.11.192	Concern that the Project will result in a negative impact on insects.	Detailed habitat assessments for both aquatic and terrestrial invertebrates are currently being undertaken. Further surveys where deemed suitable, will be undertaken over the 2024 survey season to determine a robust baseline. Where locations are identified that offer high value habitat for invertebrates these will be avoided where practicable within detailed routeing and where impact is unavoidable mitigation will be detailed within the biodiversity assessment of the Environmental Impact Assessment (EIA), which will accompany the Development Consent Order (DCO) application. The scope of these surveys is being agreed with the relevant biodiversity stakeholders.
4.11.193	Concern that the Project will result in a negative impact on otters.	The Project crosses several watercourses and otters are known to be present throughout East Anglia. It is anticipated that major watercourses would be crossed using trenchless techniques while crossings of minor watercourses would typically use open cut techniques. Overhead lines would not be anticipated to affect such species. However, the exact nature and location of watercourse crossings for underground cables or access tracks are unknown at the current time. Protected species surveys for otters are currently being undertaken and should evidence of otter presence be identified, mitigation would be proposed in the Environmental Statement (ES), which will accompany the Development Consent Order (DCO) application. The scope of these surveys is being agreed with the relevant biodiversity stakeholders including Natural England.
4.11.194	Concern that the Project will result in a negative impact on protected species (also use specific code if species is provided).	Through routeing and siting National Grid has sought and will continue to reduce as far as practicable potential impacts on biodiversity including protected species. The process of routeing takes account of existing biodiversity, the natural environment and, where practicable, seeks to reduce potential impacts on areas of ecological sensitivity including protected species and their associated habitats, through avoidance or mitigation. A comprehensive survey effort for a range of protected species is currently underway with surveys proposed to continue throughout 2024. The Environmental Impact Assessment (EIA) for the Project will assess the effects on protected species based on this baseline information and where/if required appropriate mitigation measures will be detailed. We will continue to engage with Natural England and Local Planning Authorities (LPAs) on aspects relating to biodiversity and the natural environment, including appropriate mitigation measures and techniques for protected species and to take their views into account as the Project continues to develop. Where/if necessary, we will seek to obtain letters of no impediment from Natural England by producing draft protected licences in advance of Development Consent Order (DCO) examination, which will ensure legal compliance and best practice guidance are adhered to and ensure that Natural England agree with our mitigation approach.
4.11.195	Concern that the Project will result in a negative impact on river ecology.	Through routeing and siting National Grid has sought and will continue to reduce as far as practicable potential impacts on biodiversity including river ecology. The process of routeing takes account of existing biodiversity, the natural environment and, where practicable, seeks to reduce potential impacts on areas of ecological sensitivity such as river corridor habitats and any associated protected species, through avoidance or mitigation. As part of the Environmental Impact Assessment (EIA) process for the Project, a suite of ecological surveys has been and will continue to be undertaken throughout 2024 including along river corridors. The EIA for the Project will assess the effects on biodiversity and where required appropriate mitigation measures. We will continue to engage with Natural England, the Environment Agency and Local Planning Authorities (LPAs) on aspects relating to river ecology, including appropriate mitigation measures and techniques and to take their views into account as the Project continues to develop.

Ref no.	Summary of matters raised	National Grid's response
		The Environment Act 2021 introduces a mandatory requirement for 10% Biodiversity Net Gain (BNG) for new Development Consent Order (DCO) developments (which is not yet in force). We have committed to deliver Net Gain of at least 10% or greater in environmental value (including BNG) on all construction projects including for river ecology. The Net Gain target for the Project is currently voluntary and aligned with our corporate sustainability commitment. As well as seeking to avoid and minimise our impacts to nature, the Project will consider the land required for watercourse mitigation, compensation and enhancement that can deliver BNG and wider environmental benefits, which will be identified as the Project design develops. This may require delivery of offsite Biodiversity Units via habitat creation or enhancement actions in strategic areas, and we will consider all options that are available to us.
4.11.196	Concern that the Project will result in a negative impact on wildlife / habitats.	Through routeing and siting, National Grid has sought and will continue to reduce as far as practicable potential impacts on biodiversity. The process of route design takes account of existing biodiversity, the natural environment and, where practicable, seeks to reduce potential impacts on areas of ecological sensitivity, through avoidance or mitigation. The Environmental Impact Assessment (EIA) for the Project will assess the impact and subsequent effects on biodiversity and if necessary, the mitigation requirements, such as habitat creation. We will continue to engage with Natural England on aspects relating to biodiversity and the natural environment, including appropriate mitigation measures and techniques, to take their views into account as the Project continues to develop. The Environment Act 2021 introduces a mandatory requirement for 10% Biodiversity Net Gain (BNG) for new Development Consent Order (DCO) developments (which is not yet in force). National Grid has committed to deliver Net Gain of at least 10% or greater in environmental value (including BNG) on all construction projects. The Net Gain target for the Project is currently voluntary and aligned with our corporate sustainability commitment. As well as seeking to avoid and minimise our impacts to nature, the Project will consider the land required for mitigation, compensation and enhancement that can deliver BNG and wider environmental benefits, which will be identified as the Project design develops. This may require delivery of offsite Biodiversity Units via habitat creation or enhancement actions in strategic areas, and we will consider all options that are available to us.
4.11.197	Suggest ecological enhancements as part of the Project.	The Environment Act 2021 introduces a mandatory requirement for 10% Biodiversity Net Gain (BNG) for new Development Consent Order (DCO) developments (which is not yet in force). National Grid has committed to deliver Net Gain of at least 10% or greater in environmental value (including BNG) on all construction projects. The Net Gain target for the Project is currently voluntary and aligned with our corporate sustainability commitment. As well as seeking to avoid and minimise our impacts to nature, the Project will consider the land required for mitigation, compensation and enhancement that can deliver BNG and wider environmental benefits, which will be identified as the Project design develops. This may require delivery of offsite Biodiversity Units via habitat creation or enhancement actions in strategic areas, and we will consider all options that are available.

Section B: Mid Suffolk Feedback

Figure 4.19- Mid Suffolk section map



Table 4.12- Summary of consultee comments on **Section B: Mid Suffolk** and National Grid's response

Ref no.	Summary of matters raised	National Grid's response
Agricultural Land		
4.12.1	Concern that the Project will take away valuable agricultural land / disrupt farming operations.	National Grid is and will continue to work with all landowners including farmers who may be affected by the proposals to understand the impacts on their operations and to work with them as the Project is developed. We will seek to work with the farming community to limit disruption where practicable. This includes providing prior warning of works which may result in the need to move livestock. Compensation claims for disturbance are considered on a case-by-case basis if negative impact on farming operations can be proven. Particular agricultural matters can also be addressed through voluntary land agreements.
4.12.2	Concerned that the Project will have a negative impact on agricultural livestock (e.g. farm animals grazing).	National Grid is and will continue to work with all landowners including farmers and equestrian facilities who may be affected by the proposals to understand the impacts on their operations and to work with them as the Project is developed. We will seek to work with the farming community to limit disruption where practicable. This includes providing prior warning of works which may result in the need to move livestock. Compensation claims for disturbance are considered on a case-by-case basis, if negative impact on farming operations can be proven. Particular agricultural matters can also be written into voluntary land agreements. There will also be mitigation put in place where animal grazing maybe affected. As well as possible effects on humans, possible effects of Electric and Magnetic Fields (EMFs) on various animals have been studied a number of times. No detectable effects of EMFs have been found on, for example, health, milk production, fertility, and behaviour. This is confirmed in National Policy Statement (NPS) EN-5 which states: *'There is little evidence that exposure of crops, farm animals or natural ecosystems to transmission line EMFs has any agriculturally significant consequences.'*
Airfields		
4.12.3	Concern about the impact of the Project on Elmsett Airfield / suggestion that the Project is routed away from Elmsett Airfield.	National Grid has appointed an independent aviation consultancy which has engaged with (with National Grid also present) Elmsett Airfield. Following discussion and further assessment it has been determined, with the Project as currently proposed, that the airfield can continue to operate. We will continue to engage with nearby airfields as appropriate throughout the project development process.
4.12.4	Concern about the impact of the Project on Hinderclay Meadows / Suggestion that the Project is routed away from Hinderclay Meadows.	National Grid has appointed an independent aviation consultancy. Following further assessment, it has been determined, with the Project as currently proposed, that the airfields can continue to operate. We will continue to engage with nearby airfields as appropriate throughout the project development process.
4.12.5	Concern about the impact of the Project on Wattisham Airfield / Suggestion that the	National Grid has appointed an independent aviation consultancy which has engaged with (with National Grid also present) Wattisham Flying Station. Following this and further assessment it has been determined, with the Project as currently proposed, that the airfield can continue to operate. We will continue to engage with nearby airfields as appropriate throughout the project development process.

Ref no.	Summary of matters raised	National Grid's response
	Project is routed away from Wattisham Airfield.	
Community / Social Impact		
4.12.6	Concern about disruption generally (no details given).	National Grid is completing the Environmental Impact Assessment (EIA) for the Project. The results of this assessment will be provided in the Environmental Statement (ES) that will accompany the Development Consent Order (DCO) application. The ES will identify and assess the likely significant effects on the environment resulting from the construction of the Project and will recommend appropriate mitigation measures (in consultation with relevant stakeholders) to reduce potential effects. Should consent be granted in 2026, it is anticipated that access and construction of the Project would commence in 2027, starting with enabling workings including site clearance activities, the installation of construction compounds and access roads. It is expected the main construction works will continue through to 2031. While the phasing of the construction programme is yet to be confirmed, it will be programmed and sequenced to reduce disruption to the local surroundings and the environment, residents, businesses and roads users as far as practicable. Further information will be presented in the ES. An Outline Code of Construction Practice (CoCP) and an Outline Construction Traffic Management Plan (CTMP) will be prepared and submitted with the DCO application. These documents will provide commitments to reduce construction impacts together with a framework for detailed management plans to be prepared at detailed design stage in order to reduce and mitigate potential impacts and / or disruptions that may arise during the construction phase.
4.12.7	Concern about the impact of the Project on children / families / residents / communities.	National Grid recognises people may have concerns about the potential impacts of living close to an overhead line, and that the uncertainty whilst the proposals are developed may cause anxiety. We have sought to reduce potential effects on communities, residents – including children - through routeing and design. We have also sought to reduce concern or uncertainty about the proposals through making timely design decisions and engaging with people and stakeholders throughout the development of the Project. The Project team will continue to engage with people potentially affected during the development of the Project, through regular communication including letters, phone calls and meetings. This will enable concerns to be raised and discussed at an early opportunity and provide a regular point of contact to respond to queries and concerns. We urge anyone with concerns to get in touch through the Norwich to Tilbury Freephone number, address or email throughout the development of the Project: • **Call our Community Helpline:** 0800 915 2497 (Lines are open Monday to Friday 9am-5:30pm) • **Email us:** contact@n-t.nationalgrid.com • **Write to us:** FREEPOST N TO T (No stamp or further address details are required) National Grid wants to leave a lasting positive impact where we build our projects, to help those areas and communities thrive and to support a sustainable future.

Ref no.	Summary of matters raised	National Grid's response
		Our Responsible Business Charter sets out our commitments and ensures that responsibility is woven through everything we do. It focusses on five key areas where we believe we can really make a difference: the environment, our communities, our people, the economy, and our governance. In addition, the Government recently ran a consultation seeking views on how community benefits should be delivered for communities that host onshore electricity transmission infrastructure. We will continue to work with the Government and regulator as they define the details of these schemes emerging from the consultation and, once published, will work to understand what this means for our projects.
4.12.8	Concern about the impact of the Project on leisure.	National Grid has a duty under the Electricity Act 1989 to have regard to the desirability of (amongst other things) preserving natural beauty, and to do what it reasonably can to mitigate the associated effects of new infrastructure. Through routeing and siting we have sought to avoid, as far as practicable, locations important for leisure and tourism. We will continue to consider these locations as we develop our proposals and seek to reduce effects, by implementing measures such as the use of underground cables in the areas of highest amenity value (Dedham Vale Area of Outstanding Natural Beauty (AONB)), and appropriately control construction related traffic movements during the construction phase to minimise disruption to local road users. Where impacts on leisure and tourism are identified, these will be presented within a Socio-economics, Recreation and Tourism assessment which is being written up and will form part of the Environmental Impact Assessment (EIA). As part of this assessment, a range of measures are being considered throughout the construction phase of the Project to minimise disruption on leisure and tourism. These include traffic management, signage and routeing measures. These will be identified within the Environmental Statement (ES), the Outline Code of Construction Practice (CoCP) and the Outline Construction Traffic Management Plan (CTMP).
4.12.9	Concern about the over development of the area (e.g., cumulative impact).	With regards to multiple developments impacting specific areas and / or receptors, planning applications for each development would be considered on their own merit by the relevant determining authorities. Any such application would be considered in accordance with planning policy and considerations, such as scale, suitability, and need. Where there is certainty of a development (such as a new residential development, an offshore wind farm and its associated onshore equipment etc) being constructed, and there is adequate information in the public domain to understand the impacts of that development on the receiving environment, these will be considered within the cumulative effects assessment of the Project. The cumulative effects assessment will follow the Planning Inspectorate's Advice Note 17 'Cumulative Effects Assessment' and will be presented in the Environmental Statement (ES). National Grid will continue to engage with other developers who are proposing development in proximity of the Project to understand their requirements.
4.12.10	Concern about the Project being in too close proximity to recently built housing developments / land being considered for potential future development.	National Grid has obtained information on development proposals within the planning system. In some cases development proposals can be amended to be designed around our proposed infrastructure but in other cases our proposals may need to be amended at a corridor level or proposed developments factored into our detailed route design. Based on known information, and in light of changes made following consideration of feedback to the 2023 non-statutory consultation, we consider our proposals are consistent with relevant policy and guidelines and the alignment designed such that they do not prevent proposed housing developments. UK law does not prescribe

Ref no.	Summary of matters raised	National Grid's response
		minimum distances between overhead lines and homes, but any implications on landscape and visual receptors, residential amenity or from concerns about electromagnetic fields are robustly assessed as part of the Environmental Impact Assessment (EIA) and balanced as part of the decision making process. We will continue to review planning applications and engage with developers to back check and update our proposals as necessary.
4.12.11	Concern about the Project causing communities to become encircled by overhead lines.	The 2024 preferred draft alignment has been routed to achieve some separation from the existing 400 kV overhead line, such that villages are not encircled by overhead lines to both sides. Separation is inevitably reduced in certain locations due to the presence of constraints to routeing and environmental features. Detailed assessment reported in the Environmental Impact Assessment (EIA) will identify any measures considered to be necessary to reduce likely significant effects which will also consider the potential for effects potentially arising from close paralleling existing 132 kV overhead line and new 400 kV overhead line infrastructure.
4.12.12	Concerned that the Project will have a negative impact on domestic horses / equestrian activities.	As well as possible effects on humans, possible effects of Electric and Magnetic Fields (EMFs) on various animals have been studied a number of times. No proven effects of EMFs have been found in any species at levels below the guidelines. This is confirmed in National Policy Statement (NPS) EN-5 which states: *'There is little evidence that exposure of crops, farm animals or natural ecosystems to transmission line EMFs has any agriculturally significant consequences.'.* Although horses are not directly mentioned, there is no evidence to suggest they are any different to farm animals. As well as the possible direct biological or health effects addressed above, indirect effects such as microshocks can occur as a result of electric fields. Microshocks are small spark discharges which are similar to a static shock after walking across a nylon carpet for example. The Project will be designed in accordance with the principles of the Government's Code of Practice *'Power Lines: Control of Microshocks and other indirect effects of public exposure to electric fields'* to ensure these are mitigated, with particular focus on equestrian activities.
Construction Impacts		
4.12.13	Concern over the effects of the Project on the soil structure (special arable clay) in Badley (near Stowmarket) and Stoke by Nayland.	As part of the ongoing Project development, more detailed ground investigation will be undertaken and fed into the development process. This information will be held and will continue to be referenced throughout the lifecycle of the Project design. Any location specific parameters will be fed into the detailed design process and mitigated against as the design continues to evolve.
4.12.14	Concern about disruption from construction.	National Grid is undertaking an Environmental Impact Assessment (EIA) for the Project. The results of this assessment will be provided in the Environmental Statement (ES) that will accompany the Development Consent Order (DCO) application. The ES will identify and assess the likely significant effects on the environment resulting from the construction of the Project and will recommend appropriate mitigation measures (in consultation with relevant stakeholders) to reduce potential effects. Should consent be granted in 2026, it is anticipated that access and construction of the Project would commence in 2027, starting with enabling workings including site clearance activities, the installation of construction compounds and access roads. It is expected the main construction works will continue through to 2031. While the phasing of the construction programme is yet to be confirmed, it will be programmed and sequenced to reduce disruption to the

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		local surroundings and the environment, residents, businesses and roads users as far as practicable. Further information will be presented in the ES. An Outline Code of Construction Practice (CoCP) and an Outline Construction Traffic Management Plan (CTMP) will be prepared and submitted with the DCO application. These documents will provide commitments to reduce construction impacts together with a framework for detailed management plans to be prepared at detailed design stage in order to reduce and mitigate potential impacts and / or disruptions that may arise during the construction phase.
4.12.15	Concern about the impact on traffic levels in local area caused by construction works (e.g. construction traffic travelling along local roads, road closures, etc).	National Grid will work closely with the relevant authorities and their highways teams to understand and gain information on the local road network. This information will be used to inform and guide the drafting of the Outline Construction Traffic Management Plan (CTMP) for the Project. The Outline CTMP will define the local road network to be used for construction traffic movements, highlight any restrictions to such movement and if required control working patterns and timings to ensure impacts to other road users from construction traffic related to the Project is minimised as far as practicable.
4.12.16	Concern that the local road infrastructure is not suitable for heavy construction vehicles and machinery.	Construction access, egress and associated traffic routes are being considered and discussed with the appropriate local and national highways authorities. The detailed proposals will be consulted on during the 2024 statutory consultation.
Consultation		
4.12.17	Comment supportive of engagement that has taken place / feel listened to.	National Grid notes the respondent's feedback.
4.12.18	Comment supportive of the Project (generally).	National Grid notes the respondent's feedback.
4.12.19	Criticism that there was confusion over the time of the Blackbourne Community Centre event given the printed community newsletter advertised 11am-4pm but the electronic version advertised 2pm-7pm.	An earlier version of the newsletter was erroneously uploaded to the Project website. This was corrected. The time for the event was published on the website pages, in the newsletter and on advertisements in local media and social media all of which showed the correct time.
Design Change		
4.12.20	Oppose changes to the Project (from the 2022 non-	National Grid has assessed several alternatives for this section of the Project and is proposing a change to the 2023 preferred draft alignment from RG191 to RG200. The draft alignment is now proposed to continue south-east from

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	statutory consultation corridor), regarding the Project being routed further east of the 2022 preferred draft corridor, south of Somersham and north of Flowton, particularly the kink that brings the Project closer to Ipswich Road (plan provided by respondent).	RG191 before turning east crossing Blood Lane to then rejoin the 2023 preferred draft alignment at RG200. This change would then move the draft alignment further away from properties on Ipswich Road. We will continue to make changes to the 2024 preferred draft alignment where practicable as we receive further feedback and as the Project develops.
4.12.21	Oppose the use of underground cables.	National Grid has carefully considered the feedback received during the 2022 and 2023 non-statutory consultations, the alternatives available, and other factors including our duties and obligations. These duties include balancing the need to be economic and efficient, which includes keeping costs down in the interests of the bill-paying consumers, with a duty to have regard to preserving amenity, which includes the natural environment, cultural heritage, landscape and visual quality, National Policy Statement (NPS) EN-5 makes clear that *'the Government's position that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or Areas of Outstanding Natural Beauty* (AONB))'. The NPS also confirms that widespread and significant adverse landscape and/or visual impacts in other locations may also justify the use of undergrounding. We may also adopt underground cables in other circumstances such as to cross existing 400 kV overhead line infrastructure. Where the installation of underground cables is required in lieu of overhead lines, the design of the Project will incorporate suitable consideration of the existing environment, ecology and site ground conditions based on site specific survey data. This would mean the Project will be built with any required design and construction mitigation in place and returned back to its natural condition afterwards.
4.12.22	Suggest a minimum distance that overhead lines should be sited from residential areas / residences.	National Grid does not use standard minimum distances as a routeing consideration. Applying an arbitrary distance may be too big or too small for the specific circumstances. We utilise the Holford Rules (a description of the Holford Rules can be found in Chapter 1 of this report) informed by feedback and professional judgement to define appropriate corridors and alignments that are consistent with the relevant policy framework and duties. In response to feedback to the 2023 non-statutory consultation, we have modified the draft alignment in various locations to increase separation to properties where this is possible without undue deviation or transfer of effects to other similar properties. Projects of this nature are required to assess the potential environmental impacts of the proposals, and report on those, and set out proposed mitigation, in an Environmental Statement (ES) in accordance with the relevant Environmental Impact Assessment (EIA) Regulations. The EIA starts early in the process and, in that respect, a considerable amount of assessment work has been undertaken to allow preliminary judgements to be made about the design and routeing of the Project. This has been set out in various publications (The Corridor and Preliminary Routeing and Siting Study (CPRSS), published as part of the 2022 non-statutory consultation, the Design Development Report, 2022 Non-Statutory Consultation Feedback Report and Strategic Options Backcheck and

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		Review, published as part of the 2023 non-statutory consultation) with feedback helping shape the preliminary proposals. Further detailed assessment work has been undertaken since the 2023 non-statutory consultation and is published in the Preliminary Environmental Information Report (PEIR) to accompany the statutory consultation stage of the Project. National Grid will be writing up its Landscape and Visual Impact Assessment (LVIA) that will, in addition to other topic specific assessments, form the latter part of the EIA for the Project. This will include a write-up of an assessment on both landscape character and visual amenity. Where likely significant effects are anticipated the LVIA will consider and identify areas where it may be necessary and appropriate to put forward potential mitigation as part of an iterative design and assessment process. This may include measures at particular locations to reduce a change in views of the Project or to better integrate infrastructure into the wider landscape.
4.12.23	Suggest alternative route for the Project (plan provided by respondent) to reduce impact on residences in Bressingham, Roydon and Diss.	National Grid has carefully considered alternatives to the 2023 preferred draft alignment. This includes alternatives to the west of Diss as outlined by the respondent with consideration of overhead line only alternatives and alternatives combining overhead line with some sections of underground cable. Whilst slightly fewer residential properties are within 200 m of the centreline of this alternative compared with the 2023 preferred draft alignment (estimated at 18 compared with 25), the closest are at approximately similar distances from the nearest pylon in both. Overall National Grid considers that the option outlined by the respondent is less preferred to the 2023 preferred draft alignment on the basis of greater heritage, ecology and soils effects. Further detail is set out in the 2024 Design Development Report (DDR) which is published as part of the 2024 statutory consultation. We therefore are not currently proposing a change to the 2023 preferred draft alignment in this location. We will continue to make changes to the 2024 preferred draft alignment where practicable as we receive further feedback and as the Project develops.
4.12.24	Suggest alternative route further to the west or to the east of Diss (to minimise cumulative impact of the Project with the two proposed solar farms to the west of Palgrave).	National Grid has considered alternatives to the east and west of Diss as set out in the Design Development Report (DDR) published as part of the 2023 non-statutory consultation. This included consideration of the potential for interface and cumulative effects between the various projects. National Grid does not consider the potential alternative route identified by the respondent as a strong enough basis to override a clear preference to take forward the Project in line with the 2023 preferred draft alignment which was set out in the 2023 DDR. For routes further to the west, these are less preferred on the basis of greater heritage, ecology and soils effects. Further detail is set out in the 2024 DDR which is published as part of the 2024 statutory consultation. Alternatives to the east of Diss were less preferred because there are several residential properties present in close proximity to the existing 400 kV overhead line meaning that properties would have an overhead line close to both sides. Additionally a crossing of the existing 400 kV overhead line would be required to the south of a golf course and then back again due to a listed residential property necessitating additional infrastructure, outages and additional cost. We are undertaking an Environmental Impact Assessment (EIA) to assess the potential impact of the Project, and this will identify any need for additional mitigation.
4.12.25	Suggest moving away pylon RG128 from the historic Hempnalls Hall.	National Grid has carefully considered the feedback received during the 2023 non-statutory consultation and the alternatives available, we are proposing a change to the 2023 preferred draft alignment between RG123 and RG130 which would move the draft alignment further to the east, further away from Hempnalls Hall. We will continue to make changes to the 2024 preferred draft alignment where practicable as we receive further feedback and as the Project develops.

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4.12.26	Suggest moving pylon RG140 away from residential properties.	National Grid has routed and sited the 2023 preferred draft alignment in accordance with the Holford Rules. In order to move RG140 further away from residential properties we would have to increase the length of the overhead line and increase the number of angle pylons, which would be less consistent with the Holford Rules. We therefore are not currently proposing a change to the 2023 preferred draft alignment in this location, however we will continue to make changes to the 2024 preferred draft alignment where practicable as we receive further feedback and as the Project develops.
4.12.27	Suggest moving pylons RG134, RG133, and RG135 away from the existing line of pylons.	National Grid has considered a variety of alternative route arrangements that have been proposed in this location where the 2023 preferred draft alignment approaches the existing 4YM 400 kV overhead line. Alternatives include close paralleling the existing overhead line over varying distances, localised adjustment of pylon positioning broadly aligned on the 2023 preferred draft alignment and deviations to the west. The outcome is that the 2023 preferred draft alignment remains preferred. Whilst alternatives offer certain benefits from some perspectives, this is achieved by transfer of the effects to other similar receptors, including, in some cases at increased levels. We therefore are not currently proposing a change to the 2023 preferred draft alignment in this location. We will continue to make changes to the 2024 preferred draft alignment where practicable as we receive further feedback and as the Project develops.
4.12.28	Suggest revised route for the Project between Winfarthing (South Norfolk) and Gislingham (Suffolk), between pylons RG071 and RG111 (plan provided by respondent).	National Grid has carefully considered alternatives to the 2023 preferred draft alignment. This includes alternatives to the west of Diss as outlined by the respondent with consideration of overhead line only alternatives and alternatives combining overhead line with some sections of underground cable. Whilst slightly fewer residential properties are within 200 m of the centreline of this alternative compared with the 2023 preferred draft alignment (estimated at 18 compared with 25), the closest are at approximately similar distances from the nearest pylon in both. Overall National Grid considers that the option outlined by the respondent is less preferred to the 2023 preferred draft alignment on the basis of greater heritage, ecology and soils effects. Further detail is set out in the 2024 Design Development Report (DDR) which is published as part of the 2024 statutory consultation. We therefore are not currently proposing a change to the 2023 preferred draft alignment in this location. We will continue to make changes to the 2024 preferred draft alignment where practicable as we receive further feedback and as the Project develops.
4.12.29	Suggest that (additional) underground cables should be used in this section.	National Grid has carefully considered the feedback received during the 2022 and 2023 non-statutory consultations, the alternatives available, and other factors including our duties and obligations. These duties include balancing the need to be economic and efficient, which includes keeping costs down in the interests of the bill-paying consumers, with a duty to have regard to preserving amenity, which includes the natural environment, cultural heritage, landscape and visual quality. National Policy Statement (NPS) EN-5 makes clear that *'the Government's position that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or Areas of Outstanding Natural Beauty (AONB))'.* The NPS also confirms that widespread and significant adverse landscape and/or visual impacts in other locations may also justify the use of undergrounding. We may also adopt underground cables in other circumstances such as to cross existing 400 kV overhead line infrastructure. After consideration of feedback on the 2023 non-statutory consultation and informed by additional study, we are now proposing to increase the extent of underground cabling by approximately 1.5 km to a total of approximately 20 km of underground cable at areas that are identified as of highest landscape value for example within the Dedham Vale AONB and within the vicinity of the AONB near Great Horkesley. Elsewhere along the 2024 preferred draft alignment, with the exception of the alignment near Diss, the higher cost of underground

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		cables to bill-paying consumers, and the environmental implications of installing and maintaining them, are not considered to be justifiable in the context of national policy or National Grid's statutory duties. At Diss there remains an option to use underground cable but this is subject to consideration of the findings of ongoing investigations. Nevertheless, an Environmental Impact Assessment (EIA) will assess the impact of the Project and will identify any need for additional mitigation.
4.12.30	Suggest that existing overhead lines in this section should be removed.	The existing electricity transmission network provides power, via the local distribution network, into the local area where it is used in homes and businesses. Such lines cannot just be removed as power supplies would not be maintained. The need case and funding for the Project is to deliver the new network reinforcement needed, rather than to remove existing overhead lines which would need to be replaced by another form of connection such as underground cables. Unless required for crossings or mitigation, undergrounding existing overhead lines on the transmission network would not be in accordance with National Policy Statement (NPS) EN-5 and would result in substantial cost to bill payers. There may also be significant environmental impacts due to the removal works on sensitive ecological and archaeological receptors as well as constraints from either existing buildings or unsuitable ground conditions.
4.12.31	Suggest that existing overhead lines in this section should be replaced by underground cables.	The existing electricity transmission network provides power, via the local distribution network, into the local area where it is used in homes and businesses. The need case and funding for the Project is to deliver the new network reinforcement needed, rather than to remove existing overhead lines by undergrounding them. We have identified a number of locations where existing 132 kV and lower voltage lattice pylon lines are crossed by the proposed 400 kV overhead line and / or mitigation of effects is considered necessary. This includes locations such as at Mellis, between Offton and Bramford Substation, to the south of Bramford Substation and near Fuller Street. Unless required for mitigation, undergrounding existing overhead lines on the transmission network would not be in accordance with National Policy Statement (NPS) EN-5 and would result in substantial cost to bill payers. There may also be significant environmental impacts due to the removal works on sensitive ecological and archaeological receptors as well as constraints from either existing built form of unsuitable ground conditions.
4.12.32	Suggest that from pylons RG130 the proposed line should be parallel to the existing 400 kV overhead lines and continue in the residential areas along Middlewood Green (RG145 – RG155).	National Grid note the potential for close paralleling to reduce the level of effects that may arise from a new overhead line. However, there are constraints and features adjacent to the existing overhead line that mean that overall, we consider close paralleling would lead to greater effects on receptors in the area and be less compliant with the Holford Rules or be less consistent with the policy to be economic and efficient. As a result, whilst close paralleling may appear beneficial, overall, the increased environmental effects where the lines must converge and diverge, and those increased effects on properties with overhead line to both sides are considered greater than those introduced by a new route alignment separated from existing 400 kV overhead lines. Whilst crossings and use of underground cable technology may be able to address the various constrained locations, we consider the costs and environmental effects arising from the additional infrastructure to be less compliant with our duties and relevant policies. In the absence of new evidence or new information no change is proposed. We will continue to make changes where practicable as we receive further feedback and as the Project develops. We are undertaking an Environmental

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		Impact Assessment (EIA) to assess the potential impact of the Project, and this will identify any need for additional mitigation.
4.12.33	Suggest that proposed towers RG092/RG093 are routed away from designated Quiet Lanes.	National Grid does not consider that the presence of quiet lanes is a barrier to routeing. The potential effects of their use for construction access are noted and has informed the access arrangements proposed in the 2024 statutory consultation. National Grid has routed and sited the draft alignment in accordance with the Holford Rules. In order to move RG092 and RG093 away from designated quiet lanes we would have to increase the length of the overhead line and increase the number of angle pylons, which would be less consistent with the Holford Rules. We therefore are not currently proposing a change to the draft alignment on this basis. However, the 2023 preferred draft alignment has been moved slightly where crossing this lane in response to other factors. We are undertaking an Environmental Impact Assessment (EIA) to assess the potential impact of the Project, and this will identify any need for additional mitigation. We will continue to make changes to the 2024 preferred draft alignment where practicable as we receive further feedback and as the Project develops.
4.12.34	Suggest that pylon RG105 is moved 100 m south-west along the proposed route behind trees reducing visual impact on residents.	National Grid is proposing a change to the 2023 preferred draft alignment between RG102 and RG117 (previously RG103 and RG116) to adopt the alignment of the existing 132 kV overhead line for approximately 2 km, to then realign south to the west of Burgate Road. This change is being proposed to reduce potential impacts on nearby historical assets. This change would move the draft alignment to the north of Great Wood and would therefore move further away from several residential properties as well as Mellis Common. We will continue to make changes to the 2024 preferred draft alignment where practicable as we receive further feedback and as the Project develops.
4.12.35	Suggest that pylon RG109 is relocated away from Barracks Bath.	National Grid is proposing a change to the 2023 preferred draft alignment between RG102 and RG117 (previously RG103 and RG116) to adopt the alignment of the existing 132 kV overhead line for approximately 2 km, to then realign south to the west of Burgate Road. This change is being proposed to reduce potential impacts on nearby historical assets. This change would move the draft alignment to the north of Great Wood and would therefore move further away from Barracks Bath. We will continue to make changes to the 2024 preferred draft alignment where practicable as we receive further feedback and as the Project develops.
4.12.36	Suggest that pylon RG114 is relocated away from the green lane.	National Grid is proposing a change to the 2023 preferred draft alignment between RG102 and RG117 (previously RG103 and RG116) to adopt the alignment of the existing 132 kV overhead line for approximately 2 km, to then realign south to the west of Burgate Road. This change is being proposed to reduce potential impacts on nearby historical assets. This change would move the draft alignment to the north of Great Wood and would therefore move further away from the green lane. We will continue to make changes to the 2024 preferred draft alignment where practicable as we receive further feedback and as the Project develops.
4.12.37	Suggest that pylon RG117 is relocated away from 7-acre field (plan provided by respondent) to mitigate impact on family, well-being, property value, and future development opportunities.	National Grid has considered the respondent's feedback highlighting a preference for a change to the 2023 preferred draft alignment to move further away from a seven acre field. Due to a number of constraints in this area including woodland and a crossing of the railway, no change to the 2023 preferred draft alignment is currently being proposed. We will continue to make changes to the 2024 preferred draft alignment where practicable as we receive further feedback and as the Project develops.

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4.12.38	Suggest that pylon RG128 is located too close to land that has full planning permission for residential development.	National Grid considers that the 2023 preferred draft alignment is not a barrier to residential development and the separation to the identified properties is consistent with our duties and relevant planning policy. Nevertheless in response to other feedback to the 2023 consultation we have modified the 2023 preferred draft alignment with RG128 and RG129 proposed to move to the east which goes someway to meeting the requested change. We will continue to make changes to the 2024 preferred draft alignment where practicable as we receive further feedback and as the Project develops.
4.12.39	Suggest that pylon RG155 is relocated to avoid impact on nearby woodland and flower meadow, and crossing of existing 132 kV overhead line and gas main.	Having carefully considered the feedback we continue to conclude that the 2023 draft preferred alignment remains as the preferred alignment but have made a slight adjustment of the alignment to reduce potential heritage effects. We will continue to make changes to the 2024 preferred draft alignment where practicable as we receive further feedback and as the Project develops. We are undertaking an Environmental Impact Assessment (EIA) to assess the potential impact of the Project, and this will identify any need for additional mitigation.
4.12.40	Suggest that pylon RG160 is moved 40 m south-east to the corner of the field, as close to the hedge as possible. If not possible, suggest that RG160 should be moved 10 m south, as close to the roadside as possible (plan provided by respondent).	National Grid has reviewed the 2023 preferred draft alignment in this area and it is not possible to move RG160 (now RG161) further south due to the space required to erect scaffolding during construction and maintenance which is needed to maintain safe conditions for road users and pedestrians. We will continue to make changes to the 2024 preferred draft alignment where practicable as we receive further feedback and as the Project develops.
4.12.41	Suggest that pylon RG161 is moved 40 m south-west of its original placement, into the dog leg area of land in the south-west of the field. If not possible, suggest that RG161 should be moved 20 m east, as close to the hedge boundary as possible for ease of farming usage to reduce limitations to farming operations (plan provided by respondent).	National Grid has reviewed the 2023 preferred draft alignment in this area and we are proposing to move RG161 (now RG162) to the south-west by approximately 50 m which meets the requirement of the proposed change. We will continue to make changes to the 2024 preferred draft alignment where practicable as we receive further feedback and as the Project develops.
4.12.42	Suggest that pylon RG174 is relocated a short way further south across the field (i.e. to	National Grid has reviewed the 2023 preferred draft alignment in this area and is proposing a change to the pylon locations along the draft alignment in order to address this request. Pylon RG174 (now RG175) has been repositioned to be closer to the field boundary as well as using lower ground in order to minimise the visual impacts

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	mitigate impact on barn owls, visual impact).	on the valley. We will continue to make changes to the 2024 preferred draft alignment where practicable as we receive further feedback and as the Project develops. Detailed barn owl surveys are currently underway and will continue into 2024. Where barn owls are identified the Project will look to avoid any impact where practicable, where impact is deemed unavoidable appropriate mitigation measures will be put into place. Details of the assessment and any mitigation will be detailed within the biodiversity section of the Environmental Impact Assessment (EIA).
4.12.43	Suggest that pylon RG174 is relocated approximately 50-100 metres from the centre of the field to the field's southern boundary (to minimise impact on Hascot Hill Valley).	National Grid has reviewed the 2023 preferred draft alignment in this area and is proposing a change to the pylon locations along the draft alignment in order to address this request. Pylons RG173 to RG176 (now RG177) have been repositioned to lower ground in order to reduce the visual impacts on the valley. Through addressing this change we have also moved RG174 (now RG175) to be closer to a field boundary. We will continue to make changes to the 2024 preferred draft alignment where practicable as we receive further feedback and as the Project develops.
4.12.44	Suggest that pylon RG180 is relocated away from residences.	National Grid has routed and sited the 2023 preferred draft alignment in accordance with the Holford Rules. In order to move RG180 further away from residential properties we would have to increase the length of the overhead line and increase the number of angle pylons, which would be less consistent with the Holford Rules. We therefore are not currently proposing a change to the 2023 preferred draft alignment in this location, however we will continue to make changes to the 2024 preferred draft alignment where practicable as we receive further feedback and as the Project develops.
4.12.45	Suggest that pylon RG193 is relocated away from private farm.	National Grid has reviewed the 2023 preferred draft alignment in this area and is proposing a change between RG191 and RG200, which would move RG193 slightly further south-west. We are not proposing a greater change to the location of pylon RG193 due to a number of properties in the area which constrain the options for routeing in line with the Holford Rules. We will continue to make changes to the 2024 preferred draft alignment where practicable as we receive further feedback and as the Project develops.
4.12.46	Suggest that pylon RG193 is routed away from Hill Farm, Lower Somersham (i.e. to mitigate impact of the pylon and likely haul road that would split the farm in two, and to mitigate impact on heritage, a nearby gas pipeline, visual impact, access and traffic, ancient oak trees, environmental work that has been undertaken, residents, wildlife, ecological investment, habitats including priority habitat inventory, great	National Grid has not yet published any information on construction access arrangements noting this will only be published as part of the 2024 statutory consultation when the respondent will be able to influence the routeing of temporary works. In more general terms the 2023 preferred draft alignment was positioned in response to the potential for effects on the Scheduled Monument (Offton Castle) and the most appropriate route for the line entry to Bramford. Following as closely as possible to the existing 132 kV overhead line (which would be diverted as an underground cable connection) was considered to reduce the effects. A move of RG193 to the east would increase effects on the Scheduled Monument and is therefore less preferred and not taken forward. An alternative to the west from around RG189 to RG201 and passing to the west of Gunn's Farm was also considered less favoured as it is longer and less direct and transfers effects to other receptors including the Grade I Listed Church at Elmsett and again not taken forward. On this basis no change is currently proposed, though we note a slight adjustment of the pylons in this section slightly to the west arising from consideration of a change to the south. We are undertaking an Environmental Impact Assessment (EIA) to assess the potential impact of the Project, and this will identify any need for additional mitigation.

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	crested newt habitats, a skylark mitigation project, countryside stewardship agreements and bee hives).	
4.12.47	Suggest that pylon RG194 is relocated away from existing UK Power Networks (UKPN) 5 kV overhead line.	Where the Project crosses other lower voltage lines (such as at the location indicated) National Grid would replace a section of the overhead lower voltage line with a section of underground cable. This is to achieve appropriate safety clearances and construction risks which will also reduce the potential for wirescape. We are undertaking an Environmental Impact Assessment (EIA) to assess the potential impact of the Project, and this will identify any need for additional mitigation.
4.12.48	Suggest that pylon RG196 is relocated to the south of Grove Farm onto agricultural land (i.e. to mitigate impact on equestrian activities).	National Grid has assessed several alternatives for this section of the Project and is proposing a change to the 2023 preferred draft alignment from RG191 to RG200. The draft alignment is now proposed to continue south-east from RG191 before turning east crossing Blood Lane to then rejoin the 2023 preferred draft alignment at RG200. This change would then reduce potential impacts on the equestrian business at RG196. We will continue to make changes to the 2024 preferred draft alignment where practicable as we receive further feedback and as the Project develops.
4.12.49	Suggest that pylons are located at field boundaries (rather than in the middle of a field) to minimise impact on agricultural activities.	National Grid note the respondent's feedback and preference for pylons to be located at field boundaries in order to minimise impacts on agricultural activities. We have assessed all requested changes to the draft alignment on an individual basis and have tried to site pylons to the edges of fields where practicable where this can be achieved without the requirement for undue diversion or transferring potential effects on to other receptors. We will continue to make changes to the draft alignment as we receive further feedback and as the Project develops.
4.12.50	Suggest that pylons R196, RG197 and RG198 are relocated away from residences.	National Grid has assessed several alternatives for this section of the Project and is proposing a change to the 2023 preferred draft alignment from RG191 to RG200. The draft alignment is now proposed to continue south-east from RG191 before turning east crossing Blood Lane to then rejoin the 2023 preferred draft alignment at RG200. This change would then move the draft alignment further away from properties on Ipswich Road. We will continue to make changes to the 2024 preferred draft alignment where practicable as we receive further feedback and as the Project develops.
4.12.51	Suggest that pylons RG092, RG093 and RG094 are relocated away from residences.	National Grid has assessed an alternative alignment in this area and is proposing a change between RG090 and RG100 (now RG099). This change is required due to the presence of Brook airstrip and solar farm developments. Further assessment on the potential impact of the Project on this airstrip has identified a need to move the alignment further east. This change would then also move pylons RG091, RG092, RG093 and RG094 further east, therefore going some way to achieving the changes requested to move further away from residences. If the Waveney Valley Alternative, for a short section of underground cable, is taken forward, then further reduction in effects in views to the north of some of these residential properties would occur. We will continue to make changes to the 2024 preferred draft alignment where practicable as we receive further feedback and as the Project develops.
4.12.52	Suggest that pylons RG093 and RG094 are relocated to	National Grid has assessed an alternative alignment in this area and is proposing a change to the 2023 preferred draft alignment between RG090 and RG100. This change is required due to the presence of Brook airstrip, further

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	the boundary of the proposed Aura Solar farm planning submission (so that pylon bases are obscured by the proposed hedge line boundary of the solar farm).	assessment on the potential impact of the Project on this airstrip has identified a need to move the alignment further east. This change would then also move pylons RG093 and RG094 further east. We will continue to make changes to the 2024 preferred draft alignment where practicable as we receive further feedback and as the Project develops.
4.12.53	Suggest that pylons RG100 and RG101 are relocated away from ancient moat earthwork.	Through routeing and siting National Grid has sought and will continue to reduce as far as practicable potential impacts on the historic environment, including non-designated heritage assets such as the moated site adjacent to RG100. We will be writing up our Historic Environment Assessment as part of the Environmental Impact Assessment (EIA) process to identify likely significant effects on archaeological sites. To inform this assessment, National Grid is undertaking desk-based assessment and a suite of archaeological surveys to understand the baseline historic environment and refine the Project design further. National Grid will continue to engage with Historic England and relevant Local Planning Authorities (LPAs) on aspects relating to heritage, including appropriate mitigation measures and techniques and to take their views into account as the Project continues to develop. To date there has been no identification of the need for realignment due to effects on the moat.
4.12.54	Suggest that pylons RG105 and RG106 are relocated away from ancient track at Dam/Drughane, and pylons RG107 and RG109 are relocated away from footpath/bridleway.	National Grid is proposing a change to the 2023 preferred draft alignment between RG102 and RG117 (previously RG103 and RG116) to adopt the alignment of the existing 132 kV overhead line for approximately 2 km, to then realign south to the west of Burgate Road. This change is being proposed to reduce potential impacts on nearby historical assets. This change would move the draft alignment to the north of Great Wood and would therefore move further away from the footpath and bridleway. We will continue to make changes to the 2024 preferred draft alignment where practicable as we receive further feedback and as the Project develops.
4.12.55	Suggest that pylons RG127 to RG129 are routed further east from Hempnalls Halls (to avoid the land and house at Hempnalls Hall and to avoid the need for a corner pylon).	National Grid has carefully considered the feedback received during the 2023 non-statutory consultation and the alternatives available. We are proposing a change to the 2023 preferred draft alignment between RG123 and RG130 which would move the draft alignment further to the east, further away from Hempnalls Hall. We will continue to make changes to the 2024 preferred draft alignment where practicable as we receive further feedback and as the Project develops.
4.12.56	Suggest that pylons RG136 and RG137 are routed away from / should not be located at residence.	National Grid does not use standard minimum distances as a routeing consideration. Applying an arbitrary distance may be too big or too small for the specific circumstances. We utilise the Holford Rules informed by feedback and professional judgement to define appropriate corridors and alignments that are consistent with the relevant policy framework and duties. In this location the alignment is constrained by a gas pipeline to the west and any localised change would also require additional angle pylons. Projects of this nature are required to assess the potential environmental impacts of the proposals, and report on those, and set out proposed mitigation, in an Environmental Statement (ES) in accordance with the relevant Environmental Impact Assessment (EIA) Regulations. The EIA starts early in the process and, in that respect, a considerable amount of assessment work has been undertaken to allow preliminary judgements to be made about the design and routeing of the Project. This has been set out in various publications (The Corridor and Preliminary

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		Routeing and Siting Study (CPRSS), published as part of the 2022 non-statutory consultation, the Design Development Report, 2022 Non-Statutory Consultation Feedback Report and Strategic Options Backcheck and Review, published as part of the 2023 non-statutory consultation) with feedback helping shape the preliminary proposals. Further detailed assessment work has been undertaken since the 2023 non-statutory consultation and is published in the Preliminary Environmental Information Report (PEIR) to accompany the statutory consultation stage of the Project. National Grid will be writing up its Landscape and Visual Impact Assessment (LVIA) that will, in addition to other topic specific assessments, form the latter part of the EIA for the Project. This will include a write-up of an assessment on both landscape character and visual amenity. Where likely significant effects are anticipated the LVIA will consider and identify areas where it may be necessary and appropriate to put forward potential mitigation as part of an iterative design and assessment process- this may include measures at particular locations to reduce a change in views of the Project or to better integrate infrastructure into the wider landscape.
4.12.57	Suggest that pylons RG142 and RG143 are relocated in the valley.	National Grid has assessed a change to move the 2023 preferred draft alignment to the east of Palgrave Farm and to the west of Cay Hill to utilise lower ground in the valley. This change would move the draft alignment closer to a greater number of properties at Mendlesham Green, therefore we are not currently proposing a change to the draft alignment at this location. We are however proposing to shift the pylon positions along the draft alignment at the crossing of the driveway of Palgrave Farm with the pylons then approximately equidistant to each side of the drive. We will continue to make changes to the 2024 preferred draft alignment where practicable as we receive further feedback and as the Project develops.
4.12.58	Suggest that pylons RG156, RG157, RG155 and RG158 are relocated due to significant destruction to farmland and wildlife habitats in order to building access roads to construct the sites.	National Grid note the respondent's feedback and are mindful that construction effects will occur wherever the alignment is positioned. The 2023 preferred draft alignment was identified following consideration of various alternatives as set out in the Design Development Report (DDR) published at our 2023 non-statutory consultation. In the absence of new evidence and in light of the transfer of effects no change is proposed in response to this request, though we note a small degree of movement east occurs as a consequence of moving RG156 further away from the listed buildings to the west of the 2023 preferred draft alignment. We will publish further details at our 2024 statutory consultation of the 2024 preferred draft alignment as well as proposed construction requirements. We are undertaking an Environmental Impact Assessment (EIA) to assess the potential impact of the Project, and this will identify any need for additional mitigation. We will continue to make changes to the 2024 preferred draft alignment as we receive further feedback and as the Project develops.
4.12.59	Suggest that pylons RG157 and RG158 are moved westward away from listed properties.	These two pylons are positioned midway between a number of residential properties, some of which are listed. National Grid does not consider the effects raised by the respondent to be inconsistent with our duties and, given that change will transfer effects to other receptors including a Grade II* listed building propose not to make changes in response to this specific request, though we note a small degree of movement east occurs as a consequence of moving RG156 further away from the listed buildings to the west of the 2023 preferred draft alignment. We will continue to make changes to the 2024 preferred draft alignment where practicable as we receive further feedback and as the Project develops.
4.12.60	Suggest that pylons RG197 and RG198 are re-rerouted or	National Grid has assessed several alternatives for this section of the Project and is proposing a change to the 2023 preferred draft alignment from RG191 to RG200. The draft alignment is now proposed to continue south-east from

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	undergrounded to mitigate impact on the Mid Suffolk Special Landscape Area (SLA), and strategic tree planting needs to be considered.	RG191 before turning east crossing Blood Lane to then rejoin the 2023 preferred draft alignment at RG200. We will be continuing with our landscape and visual impact assessments that, in addition to other topic specific assessments, form part of the environmental assessment for the Project. This includes ongoing assessments of both landscape character and visual amenity. Local landscape designations are taken into consideration as part of the assessment as are nationally designated landscapes such as Dedham Vale Area of Outstanding Natural Beauty (AONB). Where significant effects are anticipated, the assessment considers and identifies areas for potential mitigation as part of an iterative design and assessment process. We will continue to make changes to the 2024 preferred draft alignment where practicable as we receive further feedback and as the Project develops.
4.12.61	Suggest that pylons run to the left / west of Cay Hill but to the right / east of the adjacent farm.	National Grid has assessed a change to move the 2023 preferred draft alignment to the east of Palgrave Farm and to the west of Cay Hill. This change would move the draft alignment closer to a greater number of properties at Mendlesham Green and which is therefore less preferred. Therefore, we are not currently proposing a change to the draft alignment at this location. We are however proposing to shift the pylon positions along the draft alignment at the crossing of the driveway of Palgrave Farm with the pylons then approximately equidistant to each side of the drive. We will continue to make changes to the 2024 preferred draft alignment where practicable as we receive further feedback and as the Project develops
4.12.62	Suggest that RG118 is routed such to avoid crossing the existing railway line creating a 'wirescape' (to avoid contradicting Holford Rule Six).	A crossing of the railway by the Project is unavoidable and on balance, considering other factors, this crossing point is preferred. National Grid are undertaking an Environmental Impact Assessment (EIA) to assess the potential impact of the Project, and this will identify any need for additional mitigation.
4.12.63	Suggest that RG131-134 should be moved east to run along the field boundary as closely as possible (to avoid residences).	National Grid has routed and sited the 2023 preferred draft alignment in accordance with the Holford Rules. In order to move RG131 to RG134 further to the east onto the field boundary, the draft alignment would move closer to other residential properties to the east. This would also require an increase in the length of the overhead line and increase in the number of angle pylons, which would be less consistent with the Holford Rules. We therefore are not currently proposing a change to the 2023 preferred draft alignment in this location, however we will continue to make changes to the 2024 preferred draft alignment as we receive further feedback and as the Project develops.
4.12.64	Suggest that RG134 is routed away from nearby existing pylon such to avoid creating a 'wirescape' (to avoid contradicting Holford Rule Six).	Where the Project crosses other lower voltage lines (such as at the location indicated) National Grid would replace a section of the overhead lower voltage line with a section of underground cable. This is to achieve appropriate safety clearances and construction risks which will also reduce the potential for wirescape. We have considered alternative alignments in this area which would divert the 2023 preferred draft alignment further away from existing 400 kV overhead line but consider that the overall effects of the alternatives are less consistent with policy than the 2023 preferred draft alignment, even taking into account the cumulative effects with the existing 400 kV overhead line. We are undertaking an Environmental Impact Assessment (EIA) to assess the potential impact of the Project, and this will identify any need for additional mitigation.

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4.12.65	Suggest that RG204 and JC4 are routed away from multiple nearby existing pylons such to avoid creating a 'wirescape' (to avoid contradicting Holford Rule Six).	Where the Project crosses other lower voltage lines (such as at the location indicated) National Grid would replace a section of the overhead lower voltage line with a section of underground cable. Around Bramford we are proposing to underground sections of one 132 kV overhead line to the north and two 132 kV overhead lines to the south. This will reduce the potential for wirescape. We are undertaking an Environmental Impact Assessment (EIA) to assess the potential impact of the Project, and this will identify any need for additional mitigation.
4.12.66	Suggest that the existing overhead lines in this section are reinforced / upgraded instead.	The existing transmission network in the region was upgraded during 2022 and 2023 to ensure the system is running at its most efficient performance. The existing assets / networks are not able to be upgraded sufficiently to cope with the new future demands expected on the network. As a result, new lines and substations will be required to accommodate the changing demands on the network.
4.12.67	Suggest that the existing pylons between Wickham Market and Ipswich are upgraded instead or that the Project is routed adjacent to this line of existing pylons.	The existing transmission network in the region is being upgraded to ensure the system is running at its most efficient performance. The existing networks are not able to be upgraded sufficiently to cope with the future demands expected on the network. As a result, new lines and substations will be required to accommodate the changing demands on the network. National Grid note the potential for close paralleling existing overhead lines to reduce the level of effects that may arise from a new overhead line, indeed our 2023 proposals adopt some close paralleling of the 132 kV overhead line southwards from Stowmarket. However, there are constraints and features adjacent to the existing overhead lines that mean that for the most part, we consider close paralleling would lead to greater effects on receptors in the area and be less compliant with the Holford Rules or be less consistent with the policy to be economic and efficient. Several residential properties are present in close proximity to the existing 400 kV or 132 kV overhead line meaning that if the lines were close paralleled it would result in the properties having an overhead line close to both sides. Similarly protected woodlands are present in some areas close to the line leading to greater effects from a close parallel arrangement. As a result, whilst close paralleling may appear beneficial in some sections, overall, the increased environmental effects where the lines must converge and diverge, and those increased effects on properties with overhead line to both sides are considered greater than those introduced by a new route alignment separated from existing 400 kV overhead lines. Whilst crossings of overhead lines and use of underground cable technology may be able to address the various constrained locations, we consider the costs and environmental effects arising from the additional infrastructure to be less compliant with our duties and relevant policies.
4.12.68	Suggest that the kink between pylons RG130-RG145 is removed, so that the Project takes a more direct route between pylons RG130 and RG145 (e.g., to minimise impact on residences, Ancient Woodland and wildlife).	Removing this 'kink' is not possible with a straight alignment as it would pass directly over a number of residential properties and as such is not appropriate to be taken forward. However, we have also considered other ways of implementing the change sought. All of these require similar changes of direction to achieve an alignment that may be considered consistent with Holford Rules. Such changes are considered to move the draft alignment closer to a greater number of properties such as at Cay Hill and to the west end of Mendlesham Green. We therefore are not currently proposing a change to the 2023 preferred draft alignment in this location. We are undertaking an Environmental Impact Assessment (EIA) to assess the potential impact of the Project, and this will identify any need for additional mitigation. We will continue to make changes to the 2024 preferred draft alignment where practicable as we receive further feedback and as the Project develops.

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4.12.69	Suggest that the Project between Kelly's (assumed to be typo of Mellis) and Gislingham is re-routed to be closer to the railway line.	National Grid have reviewed the 2023 preferred draft alignment following feedback. The extent of residential property in Mellis in combination with Mellis Conservation Area, leads to a need to position the alignment to the west of Mellis rather than in a close parallel arrangement with either the existing overhead line or the railway. More generally close paralleling of existing overhead line or transport infrastructure is considered to lead to greater effects because of the need to route around environmental features, constraints and residential properties. We are therefore not currently proposing a change to the east, closer to the railway in this area, however we will continue to make changes to the 2024 preferred draft alignment where practicable as we receive further feedback and as the Project develops. We are also undertaking an Environmental Impact Assessment (EIA) to assess the potential impact of the Project, and this will identify any need for additional mitigation.
4.12.70	Suggest that the Project between pylons RG117 and 119 is relocated away from Spring Farm (i.e. to reduce the visual and financial impact on residents and to mitigate impact on two listed farmhouses).	National Grid has considered the respondent's feedback highlighting a preference for the alignment to move further away from Spring Farm. Due to a number of constraints in this area including woodland and a crossing of the railway, no change to the 2023 preferred draft alignment is currently being proposed. We will continue to make changes to the 2024 preferred draft alignment where practicable as we receive further feedback and as the Project develops.
4.12.71	Suggest that the Project between pylons RG176 and RG178 are moved further west away from village green and houses (i.e. moving the pylons away from the ridge to mitigate visual impact).	National Grid has considered this suggestion but notes the presence of the existing 132 kV overhead line that would need to be replaced by underground cable or diverted. We also note that the nearest residential properties to this section are in excess of 500 m to the east. We do not consider the effects from the 2023 preferred draft alignment to be of such magnitude to justify the additional costs incurred to move the alignment to the other side of the valley and on this basis no change to the 2023 preferred draft alignment is currently being proposed. We will continue to make changes to the 2024 preferred draft alignment where practicable as we receive further feedback and as the Project develops.
4.12.72	Suggest that the Project follows a straight line between pylons RG195 and RG199, taking a more direct route.	National Grid has assessed several alternatives for this section of the Project and is proposing a change to the 2023 preferred draft alignment from RG191 to RG200. The draft alignment is now proposed to continue south-east from RG191 before turning east crossing Blood Lane to then rejoin the 2023 preferred draft alignment at RG200. This change would then move the draft alignment further away from properties on Ipswich Road. We will continue to make changes to the 2024 preferred draft alignment where practicable as we receive further feedback and as the Project develops.
4.12.73	Suggest that the Project follows an alternative route to the north of Flowton (plan provided by respondent).	National Grid has assessed several alternatives for this section of the Project and is proposing a change to the 2023 preferred draft alignment from RG191 to RG200. The draft alignment is now proposed to continue south-east from RG191 before turning east crossing Blood Lane to then rejoin the 2023 preferred draft alignment at RG200. We will continue to make changes to the 2024 preferred draft alignment where practicable as we receive further feedback and as the Project develops.
4.12.74	Suggest that the Project follows the existing 400 kV	National Grid note the potential for close paralleling existing overhead lines to reduce the level of effects that may arise from a new overhead line. However, in this section there are constraints and features that mean, overall, we

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	overhead line from Wickham Skeith to the Bramford Substation.	consider close paralleling would lead to greater effects on receptors in the area and be less compliant with the Holford Rules or be less consistent with the policy to be economic and efficient. A number of residential properties are present in close proximity to the existing 400 kV overhead line meaning that if the lines were close paralleled it would result in the properties having an overhead line close to both sides. There are also some locations where the combination of existing physical and environmental features (road infrastructure, commercial and residential properties etc) present very substantial challenges to routeing and siting. As a result, whilst close paralleling may appear beneficial in some sections, overall, the increased environmental effects where the lines have to converge and diverge, and those increased effects on properties with overhead line to both sides are considered greater than those introduced by a new alignment separated from existing 400 kV overhead lines. Whilst crossings and use of underground cable technology may be able to address the various constrained locations, we consider the costs and environmental effects arising from the additional infrastructure to be less compliant with our duties and relevant policies.
4.12.75	Suggest that the Project follows the existing overhead lines through the valley near pylon RG194 / Lower Somersham (i.e. to reduce the visual impact due to the lower topography compared with the proposed route).	The 2023 preferred draft alignment was positioned in response to the potential for effects on the Scheduled Monument (Offton Castle). As a result, in this location the draft alignment cannot fully follow the existing 132 kV overhead line through the valley as described. On this basis no change to the 2023 preferred draft alignment is currently proposed beyond the change south of RG194. We are undertaking an Environmental Impact Assessment (EIA) to assess the potential impact of the Project, and this will identify any need for additional mitigation.
4.12.76	Suggest that the Project from pylon RG104 to RG111 is routed to the north of Great Wood (to avoid listed buildings 'Cavalry Barn' and 'Poutney Hall', and Mellis Common).	National Grid is proposing a change to the 2023 preferred draft alignment between RG102 and RG117 (previously RG103 and RG116) to adopt the alignment of the existing 132 kV overhead line for approximately 2 km, to then realign south to the west of Burgate Road. This change is being proposed due to the identification of historic assets that need to be avoided. This change would move the draft alignment to the north of Great Wood and would therefore move further away from Cavalry Barn, Poutney Hall and Mellis Common as requested by the respondent. We will continue to make changes to the 2024 preferred draft alignment where practicable as we receive further feedback and as the Project develops.
4.12.77	Suggest that the Project from pylon RG127 to RG129 is routed away from Hempnalls Hall (to avoid the listed building, nearby roman site, and wildlife).	National Grid has carefully considered the feedback received during the 2023 non-statutory consultation and the alternatives available, we are proposing a change to the 2023 preferred draft alignment between RG123 and RG130 which would move the draft alignment further to the east, further away from Hempnalls Hall. We will continue to make changes to the 2024 preferred draft alignment where practicable as we receive further feedback and as the Project develops.
4.12.78	Suggest that the Project from pylon RG187 to RG190 is routed further east away from Valley Farm, Offton (e.g., to avoid impact on listed	National Grid has routed and sited the 2023 preferred draft alignment in accordance with the Holford Rules. We are currently not proposing a change to the 2023 preferred draft alignment between RG187 and RG190 due to the constraints in this area, which include having to pass between Middle Wood and Tollemache Hall Grove, avoiding passing too close to Offton Castle Scheduled Monument, as well as crossing the existing 132 kV overhead line. We

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	building, two Ancient Woodlands, ancient monuments, wildlife and hedgerow corridors).	will continue to make changes to the 2024 preferred draft alignment where practicable as we receive further feedback and as the Project develops.
4.12.79	Suggest that the Project is moved further west of Mellis Common.	National Grid is proposing a change to the 2023 preferred draft alignment between RG102 and RG117 (previously RG103 and RG116) to adopt the alignment of the existing 132 kV overhead line for approximately 2 km, to then realign south to the west of Burgate Road. This change is being proposed to reduce potential impacts on nearby historical assets. This change would move the draft alignment to the north of Great Wood and in routeing past various moats would route further to the west of Mellis Common as requested. We will continue to make changes to the 2024 preferred draft alignment where practicable as we receive further feedback and as the Project develops.
4.12.80	Suggest that the Project is moved to the east of Hoggars lane to arable fields – from RG130 running in a straight line south all the way to where pylon RG145.	National Grid notes that the change proposed would route directly over a number of residential properties and as such is not taken forward. However, we have also considered other ways of implementing the change sought. This would have to deviate from around RG130 to run close to the existing 400 kV overhead line for a short section before deviating to the west to reconnect around RG140. Whilst noting a reduction in some effects this transfers effects to other residential properties and requires a longer less direct route to be adopted with more and larger direction change angle pylons. Overall, it is considered to be less consistent with the Holford Rules and is not proposed to be taken forward. We therefore are not currently proposing a change to the 2023 preferred draft alignment in this location. We are undertaking an Environmental Impact Assessment (EIA) to assess the potential impact of the Project, and this will identify any need for additional mitigation. We will continue to make changes to the 2024 preferred draft alignment where practicable as we receive further feedback and as the Project develops.
4.12.81	Suggest that the Project is re-routed between pylon RG140 and RG153 (plan provided by respondent).	The respondent's suggestion (route to the west side of Saxham Street) was considered during the development of the 2023 preferred draft alignment (2023 Design Development Report (DDR) paragraph 5.5.52) but considered less preferred due to the extensive presence of properties along Saxham Street constraining the routeing need to cross at some point to the east. Crossings would position the alignment much closer to residential amenity with an increase in effects and require more angle pylons and therefore less consistent with Holford Rules. National Grid also note that this route is further constrained by proposed commercial development near Stowupland Hall to the east. We therefore are not currently proposing the suggested change to the 2023 preferred draft alignment in this location. We will continue to make changes to the 2024 preferred draft alignment where practicable as we receive further feedback and as the Project develops.
4.12.82	Suggest that the Project is routed along the existing 4YM route (NB2) instead of NB1.	National Grid note the potential for close paralleling existing overhead lines to reduce the level of effects that may arise from a new overhead line. However, in this section there are constraints and features that mean, overall, we consider close paralleling would lead to greater effects on receptors in the area and be less compliant with the Holford Rules or be less consistent with the policy to be economic and efficient. A number of residential properties are present in close proximity to the existing 400 kV overhead line meaning that if the lines were close paralleled it would result in the properties having an overhead line close to both sides. There are also some locations where the combination of existing physical and environmental features (road infrastructure, commercial and residential properties etc) present very substantial challenges to routeing and siting. As a result, whilst close paralleling may appear beneficial in some sections, overall, the increased environmental effects where the lines have to converge

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		and diverge, and those increased effects on properties with overhead line to both sides are considered greater than those introduced by a new alignment separated from existing 400 kV overhead lines. Whilst crossings and use of underground cable technology may be able to address the various constrained locations, we consider the costs and environmental effects arising from the additional infrastructure to be less compliant with our duties and relevant policies. As such, corridor NB1 remains preferred with the adjustments made to develop the 2024 preferred draft alignment.
4.12.83	Suggest that the Project is routed along the existing overhead line east of Diss (near to the wind farm; e.g. to avoid impact on the Waveney Valley given that the landscape to the east is less sensitive due to existing infrastructure).	National Grid notes the potential for close paralleling to reduce the level of effects that may arise from a new overhead line. However, there are constraints and features adjacent to the existing overhead line that mean that overall, we consider close paralleling would lead to greater effects on receptors in the area and be less compliant with the Holford Rules or be less consistent with the policy to be economic and efficient. In the specific location identified there are several residential properties present in close proximity to the existing 400 kV overhead line meaning that if the lines were close paralleled it would result in the properties having an overhead line close to both sides. A crossing of the existing 400 kV overhead line would be required to the south of the golf course and then back again due to a listed residential property. As a result, whilst close paralleling may appear beneficial in some sections, overall, the increased environmental effects where the lines must converge and diverge, and those increased effects on properties with overhead line to both sides are considered greater than those introduced by a new route alignment separated from existing 400 kV overhead lines. Whilst crossings and use of underground cable technology may be able to address the various constrained locations, we consider the costs and environmental effects arising from the additional infrastructure to be less compliant with our duties and relevant policies. In the absence of new evidence or new information we therefore are not currently proposing a change to the 2023 preferred draft alignment in this location. We are undertaking an Environmental Impact Assessment (EIA) to assess the potential impact of the Project, and this will identify any need for additional mitigation. We will continue to make changes to the 2024 preferred draft alignment where practicable as we receive further feedback and as the Project develops.
4.12.84	Suggest that the Project is routed away from populated / residential areas.	Deciding where and how to build new high voltage electricity lines is a complex issue and National Grid is mindful of the potential effects this infrastructure may have on local communities and the concerns these may bring. We recognise that people living near our transmission infrastructure, including high voltage overhead lines, may have concerns about audible noise and potential health impacts. It has sometimes been suggested that minimum distances between properties and overhead lines should be prescribed. We do not consider this appropriate since each instance must be dealt with on its merits. However, we have always sought to route new lines away from residential property on grounds of general amenity where practicable. Projects of this nature are required to assess the potential environmental impacts of the proposals, and report on those, and set out proposed mitigation, in an Environmental Statement (ES) in accordance with the relevant Environmental Impact Assessment (EIA) Regulations. The EIA starts early in the process and, in that respect, a considerable amount of assessment work has been undertaken to allow preliminary judgements to be made about the design and routeing of the Project. This has been set out in various publications (The Corridor and Preliminary Routeing and Siting Study (CPRSS), published as part of the 2022 non-statutory consultation, the Design Development Report, 2022 Non-Statutory Consultation Feedback Report and Strategic Options Backcheck and Review, published as part of the 2023 non-statutory consultation) with feedback helping shape the preliminary

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		proposals. Further detailed assessment work has been undertaken since the 2023 non-statutory consultation and is published in the Preliminary Environmental Information Report (PEIR) to accompany the statutory consultation stage of the Project. We will be writing up our noise and vibration assessment that will, in addition to other topic specific assessments, form part of the EIA for the Project. Noise levels and the effect on residential properties as well as other sensitive areas, such as hospitals and schools, are carefully considered during planning, assessed according to the appropriate UK standards, and mitigated where necessary. We set strict technical standards for the equipment we install on our network. These will apply to the proposed new East Anglia Connection Node (EACN) substation located in the Tendring District, and extensions required to the existing Norwich Main, Bramford, and Tilbury Substations. These standards include requirements to ensure the occurrence of audible noise is eliminated or reduced as far as practicable. Therefore, significant adverse effects from noise are not expected. Noise from overhead lines is predominately determined by the conductor design, voltage and weather conditions. The overhead line will be designed using a relatively quiet conductor that meets the design specification required, and operational noise is not likely to be significant at nearby sensitive receptors under any weather conditions. Should the iterative design process result in alternative conductor types be used, consideration for this would be assessed within the EIA. Pylon fittings, such as insulators, dampers, spacers, and clamps, are also designed and procured in accordance with a series of National Grid Technical Specifications to reduce the potential for audible noise and tones to occur from all types of fittings. Where noise does occur, it is likely to be localised and of short duration. If this is due to a fault, action can be taken to rectify it. A technical note would be submitted as part of the application for development consent to support scoping out noise associated with overhead lines from the ES. We will also be writing up our Landscape and Visual Impact Assessment (LVIA) that will form part of the EIA for the Project. This will include a write-up of an assessment on both landscape character and visual amenity. Where likely significant effects are anticipated the LVIA will consider and identify areas where it may be necessary and appropriate to put forward potential mitigation as part of an iterative design and assessment process. The health and safety of the public, local communities and employees is central to everything that we do. The UK has a carefully thought-out set of policies for protecting us all against Electric and Magnetic Fields (EMFs), the main component of which is exposure guidelines. The exposure guidelines are set by independent scientific bodies and are based on decades-long studies into the effects of EMFs and ill health. After those decades of research, the weight of evidence is against there being any health risks of EMFs below the guideline limits. Our approach is to ensure that our network comply with those policies, which are set by Government on the advice of their independent advisors. The Project will be designed to ensure it is fully compliant with these policies and guidelines. This ensures that health concerns are properly and adequately addressed. Policies for both noise and EMF are incorporated into the decision-making process for development consent as set out in National Policy Statement (NPS) EN-5. It is National Grid's policy to ensure that all its equipment complies fully with those policies and guidelines. The application for a Development Consent Order (DCO) will include assessments against these polices, including both construction and operational noise and EMF.
4.12.85	Suggest that the Project is routed further west of Mendlesham/Mendlesham	National Grid has routed and sited the 2023 preferred draft alignment in accordance with the Holford Rules. In order to move the draft alignment further west from Mendlesham and Mendlesham Green an increase in the length of the overhead line and increase in the number of angle pylons would be required which would be less consistent with the

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	Green at pylons RG134 to RG143.	Holford Rules. Moving the Project further away from these areas would also then move the Project closer to and transfer effects to other residential areas. We therefore are not currently proposing a change to the 2023 preferred draft alignment in this location, however we will continue to make changes to the 2024 preferred draft alignment where practicable as we receive further feedback and as the Project develops.
4.12.86	Suggest that the Project is routed to the west of the railway line between Mellis and Gislingham rather than east (to lessen the impact on Grade I listed church).	This proposed change was considered as part of the development of the 2023 preferred draft alignment but considered less preferred for the reasons set out in paragraph 6.4.31 of the Design Development Report (DDR) published as part of the 2023 non-statutory consultation. In the absence of new evidence, National Grid considers the decision to remain appropriate. We therefore are not currently proposing a change to the 2023 preferred draft alignment in this location. We are undertaking an Environmental Impact Assessment (EIA) to assess the potential impact of the Project, and this will identify any need for additional mitigation. We will continue to make changes to the 2024 preferred draft alignment where practicable as we receive further feedback and as the Project develops.
4.12.87	Suggest that the Project is routed towards the A140.	Whilst there could be potential benefits from infrastructure being concentrated geographically, i.e., by routeing the Project in close proximity to existing road infrastructure such as the A140, there are constraints and features that mean that National Grid do not consider paralleling will reduce environmental effects or improve compliance with the Holford Rules or be more consistent with the policy requirement to be economic and efficient. A number of residential properties, as well as hamlets, villages and towns, are present in close proximity to the existing transport infrastructure necessitating multiple diversions of an overhead line. There are also some locations where the combination of existing physical and environmental features (railway and road infrastructure, commercial and residential properties, woodlands etc) present very substantial challenges to routeing and siting. As a result, whilst paralleling of the A140 may appear beneficial in some short sections, overall, the increased environmental effects from multiple changes of direction are considered greater and less compliant with the Holford Rules than those that are associated with a new route alignment. On this basis no change to the 2023 preferred draft alignment is currently proposed but we will continue to make changes to the 2024 preferred draft alignment where practicable as we receive further feedback and as the Project develops.
4.12.88	Suggest that the Project is split into two runs of four pylons (rather than the straight-line of seven pylons currently proposed) between Pylons RG090 and RG096 near Wortham Ling.	National Grid notes that trying to achieve the same length of connection with fewer pylons requires the use of taller pylons which are likely to lead to greater landscape and visual effects amongst others, so we see no benefit in the change suggested. National Grid has assessed an alternative alignment in this area and is proposing a change to the 2023 preferred draft alignment between RG090 and RG100. This change is required due to the presence of Brook airstrip, further assessment on the potential impact of the Project on this airstrip has identified a need to move the alignment further east. This change would then also move some of the pylons noted by the respondent further east. We will continue to make changes to the 2024 preferred draft alignment where practicable as we receive further feedback and as the Project develops.
4.12.89	Suggest that the Project reverts to the original planned routeing, further from properties on Ipswich Road.	National Grid has assessed several alternatives for this section of the Project and is proposing a change to the 2023 preferred draft alignment from RG191 to RG200. The draft alignment is now proposed to continue south-east from RG191 before turning east crossing Blood Lane to then rejoin the 2023 preferred draft alignment at RG200. This change would then move the draft alignment further away from properties on Ipswich Road. We will continue to make changes to the 2024 preferred draft alignment where practicable as we receive further feedback and as the Project develops.

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4.12.90	Suggest that the Project should run in closer to / parallel to the existing 400 kV overhead lines.	National Grid notes the potential for close paralleling existing overhead lines to reduce the level of effects that may arise from a new overhead line. However, where existing overhead lines are present along the proposed route, there are constraints and features that mean, overall, we consider close paralleling would lead to greater effects on receptors in the area and be less compliant with the Holford Rules or be less consistent with the policy to be economic and efficient. A number of residential properties are present in close proximity to the existing 400 kV overhead line meaning that if the overhead lines were close paralleled it would result in the properties having an overhead line close to both sides. There are also some locations where the combination of existing physical and environmental features (road infrastructure, commercial and residential properties etc) present very substantial challenges to routeing and siting. As a result, whilst close paralleling may appear beneficial in some sections, overall, the increased environmental effects where the overhead lines have to converge and diverge, and those increased effects on properties with overhead lines on both sides are considered greater than those introduced by a new overhead line separated from existing 400 kV overhead lines. Whilst crossings and use of underground cable technology may be able to address various constrained locations, we consider the costs and environmental effects arising from the additional infrastructure required to be less compliant with our duties and relevant policies.
4.12.91	Suggest that the Project uses the Ringhall Substation (with underground cables used for this entire section).	National Grid has carefully considered the feedback received during the 2023 non-statutory consultation, the alternatives available, and other factors including our duties and obligations. These duties include the need to be economic, efficient, and keep costs down in the interests of the bill-paying consumers, balanced against a duty to have regard to preserving amenity, the natural environment, cultural heritage, landscape, and visual quality. National Policy Statement (NPS) EN-5 makes clear that *'the Government's position that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or Areas of Outstanding Natural Beauty (AONBs))'.* The NPS also confirms that widespread and significant adverse landscape and/or visual impacts in other locations may also justify the use of undergrounding. We may also adopt underground cables in other circumstances such as to cross existing 400 kV overhead line infrastructure. No such designations or crossing locations have been identified in this section which is therefore proposed as an overhead line at this stage. We are undertaking an Environmental Impact Assessment (EIA) to assess the potential impact of the Project, and this will identify any need for additional mitigation. We continue to engage with the local Distribution Network Operator (UK Power Networks (UKPN)) about interfaces with the existing lower voltage system and to consider opportunities that may be presented by the proximity to the Project.
4.12.92	Suggest that the Project uses underground cables, making use of the underground cables from the Energy from Waste plant at Great Blakenham to Stowmarket.	In the Corridor and Preliminary Routeing and Siting Study (CPRSS) published as part of the 2022 non-statutory consultation, National Grid considered a corridor running through this area but concluded that there were technical challenges to routeing because of the extent of other development and constraints. These constraints remain and preclude connecting from Bramford to the suggested plant. Furthermore, the National Policy Statement (NPS) EN-5 identifies the general acceptability of overhead line except within certain designated landscapes. As such designations are absent National Grid cannot justify the substantial additional cost of underground cables in this area in the context of its duties. We therefore are not currently proposing a change to the 2023 preferred draft alignment in

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		this location. We will continue to make changes to the 2024 preferred draft alignment where practicable as we receive further feedback and as the Project develops.
4.12.93	Suggest that the pylon height is limited to 35 m in this section.	The 2024 preferred draft alignment reflects the use of standard lattice pylons. The use of other pylon designs is still under consideration, if an overhead line route is progressed. National Grid has and will continue to carry out further assessments on pylon design. Our assessments will include visual impacts and mitigation, environmental and ecological considerations, construction, and lifetime maintenance effects. Different designs in use in the UK include: • standard lattice; • lower height lattice; and • T-pylons. The findings from our assessments will be published in Appendix C of the Design Development Report (DDR) as part of our 2024 statutory consultation. We will continue to consider the use of alternative pylon types should further feedback be received from the 2024 statutory consultation.
4.12.94	Suggest that the pylons RG127 to RG129 are relocated further east of Hempnalls (i.e. where existing belts of trees and natural topography would result in the pylons and overhead wires being screened from the key views of these historic buildings and their associated landscape features).	National Grid has carefully considered the feedback received during the 2023 non-statutory consultation and the alternatives available, we are proposing a change to the 2023 preferred draft alignment between RG123 and RG130 which would move the draft alignment further to the east, further away from Hempnalls Hall. We will continue to make changes to the 2024 preferred draft alignment where practicable as we receive further feedback and as the Project develops.
4.12.95	Suggest that the pylons should exit the Bramford Substation at the south-eastern extremity and continue north of Bullen Wood along Bullen Lane (i.e. following existing infrastructure and benefitting from screening from Bullen Wood).	The arrangements within Bramford Substation do not allow for an exit point as suggested and Bullen Lane routes to the east when the connection needs to be made to the south. National Grid therefore are not currently proposing a change to the 2023 preferred draft alignment in this location. We will continue to make changes to the 2024 preferred draft alignment where practicable as we receive further feedback and as the Project develops.
4.12.96	Suggest that the route for the Project is changed between	National Grid has carefully considered alternatives to the 2023 preferred draft alignment. This includes alternatives to the west of Diss as outlined by the respondent with consideration of overhead line only alternatives and alternatives

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	pylons RG071 and RG111 to go through open fields and bypass sites of interest (including Wortham Ling Site of Special Scientific Interest (SSSI), Lopham Fen, Burgate Green, and Mellis Common), so that route is more direct with less impact on residences in Roydon and Diss and to allow for future expansion of Bressingham, Roydon and Diss.	combining overhead line with some sections of underground cable. Whilst this alternative avoids the cluster of residential properties at Roydon and Bressingham, compared with the 2023 preferred draft alignment, the closest residential properties are at approximately similar distances from the nearest pylon in both and we note that the majority of the properties in Bressingham, Roydon and Diss benefit from some screening of views by trees or intervening property. The crossing location is much closer to areas of ecological interest and where there is a greater extent of peat soils and where there is expected to be a greater focus for nature recovery areas. Overall National Grid considers that the option outlined by the respondent is less preferred to the 2023 preferred draft alignment on the basis of greater heritage, ecology and soils effects. We therefore are not currently proposing a change to the 2023 preferred draft alignment in this location. We will continue to make changes to the 2024 preferred draft alignment where practicable as we receive further feedback and as the Project develops.
4.12.97	Suggest that the route is reverted back to the 2022 preferred draft corridor between Offton and Flowton.	National Grid has assessed several alternatives for this section of the Project and is proposing a change to the 2023 preferred draft alignment from RG191 to RG200. The draft alignment is now proposed to continue south-east from RG191 before turning east crossing Blood Lane to then rejoin the 2023 preferred draft alignment at RG200. We continue to consider this to be preferred to the 2022 consultation corridor and graduated swathe. We will continue to make changes to the 2024 preferred draft alignment where practicable as we receive further feedback and as the Project develops.
4.12.98	Suggest that underground cables are used for both in and out of the substation to avoid the need for above ground infrastructure.	In developing the design of the 2023 draft preferred alignment we have identified that we will remove sections of three existing 132 kV overhead lines to create space for the two 400 kV overhead lines. On this basis we do not consider that the cumulative effects justify the additional environmental effects and additional costs of underground cables and associated Cable Sealing End (CSE) compounds in light of National Grid's duties and relevant planning policy. We are undertaking an Environmental Impact Assessment (EIA) to assess the potential impact of the Project, and this will identify any need for additional mitigation.
4.12.99	Suggest that underground cables are used for the entire Project.	National Grid has carefully considered the feedback received during consultation, the alternatives available, and other factors including our duties and obligations. These duties include balancing the need under The Electricity Act 1989 to be economic and efficient, which includes keeping costs down in the interests of the bill-paying consumers, with a duty to have regard to preserving amenity, which includes the natural environment, cultural heritage, landscape and visual quality. The National Policy Statement (NPS) EN-5 makes clear that *'the Government's position that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or Areas of Outstanding Natural Beauty (AONB))'.* The NPS also confirms that widespread and significant adverse landscape and/or visual impacts in other locations may also justify the use of undergrounding. We may also adopt underground cables in other circumstances such as to cross existing 400 kV overhead line infrastructure. Therefore, whilst undergrounding the whole route is not considered appropriate, National Grid's proposals do include underground cable within the Dedham Vale AONB in accordance with NPS EN-5. Prior to our 2023 non-statutory

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		consultation we identified the need to extend the underground cable beyond the AONB boundary because of potential effects, we have further extended this section of underground cable following consideration of feedback on our 2023 non-statutory consultation and additional investigation into potential effects. We also identified an approximately 4 km section near Great Horkesley as meeting the particularly sensitive criteria where underground cable is also proposed and following consideration of feedback to the 2023 non-statutory consultation, we are reviewing the potential to utilise around 2 km of underground cable near Diss though this is subject to review of the findings of ground investigations and further studies. Additionally, underground cable is proposed at Fairstead for a 400 kV overhead line crossing and for around 5 km for the crossing of the Lower Thames Crossing (LTC) proposals and line entry to Tilbury Substation.
4.12.100	Suggest that underground cables are used for the Project from pylon RG072 to pylon RG111 (to avoid impacting residents, major amenities, tourist attractions, the landscape and rural areas).	National Grid has carefully considered the feedback received during the 2023 non-statutory consultation, the alternatives available, and other factors including our duties and obligations. These duties include the need to be economic, efficient, and keep costs down in the interests of the bill-paying consumers, balanced against a duty to have regard to preserving amenity, the natural environment, cultural heritage, landscape, and visual quality. National Policy Statement (NPS) EN-5 makes clear *that 'the Government's position that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or Areas of Outstanding Natural Beauty (AONB))'.* The NPS also confirms that widespread and significant adverse landscape and/or visual impacts in other locations may also justify the use of undergrounding. We may also adopt underground cables in other circumstances such as to cross existing 400 kV overhead line infrastructure. No such designations or crossing locations have been identified in this section which is therefore proposed as an overhead line at this stage. We are undertaking an Environmental Impact Assessment (EIA) to assess the potential impact of the Project, and this will identify any need for additional mitigation.
4.12.101	Suggest that underground cables are used for the Project in the Waveney Valley.	National Grid continues to investigate the development of the appropriate design solution in the vicinity of the Waveney Valley via a range of investigations. Pending the outcome of those investigations we consider that the use of overhead lines as set out in the 2023 non-statutory consultation is consistent with policy (National Policy Statement (NPS) EN-1 and EN-5). However, for the 2024 statutory consultation we are proposing to also consult on a Waveney Valley alternative which includes a section of underground cable between approximately RG084 and RG091. Whether this is ultimately taken forward (or taken forward in an amended form) will be informed by consideration of landscape and visual, ecology and heritage effects along with the findings of technical and ground investigations amongst a range of factors including feedback received.
4.12.102	Suggest that underground cables are used from pylon RG145 to RG130 to mitigate impact on the Mendlesham Green / Mendlesham area.	National Grid has carefully considered the feedback received during the 2023 non-statutory consultation, the alternatives available, and other factors including our duties and obligations. These duties include balancing the need to be economic and efficient, which includes keeping costs down in the interests of the bill-paying consumers, with a duty to have regard to preserving amenity, which includes the natural environment, cultural heritage, landscape, and visual quality. National Policy Statement (NPS) EN-5 makes clear that *'the Government's position that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or Areas of Outstanding Natural Beauty (AONBs))'.* The NPS also confirms that widespread and significant

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		adverse landscape and/or visual impacts in other locations may also justify the use of undergrounding. We may also adopt underground cables in other circumstances such as to cross existing 400 kV overhead line infrastructure and for example National Grid is required to utilise a short section of underground cable at Fairstead to cross under the existing 400 kV overhead line. No other designations or crossing locations have been identified in this section which is therefore proposed as an overhead line at this stage. We are undertaking an Environmental Impact Assessment (EIA) to assess the potential impact of the Project, and this will identify any need for additional mitigation.
4.12.103	Suggest that underground cables are used for the Project near the Waveney Valley between pylons RG083 to RG097 (up to the crossing of the A143).	National Grid continues to investigate the development of the appropriate design solution in the vicinity of the Waveney Valley via a range of investigations. Pending the outcome of those investigations we consider that the use of overhead lines as set out in the 2023 non-statutory consultation is consistent with policy (National Policy Statement (NPS) EN-1 and EN-5). However, for the 2024 statutory consultation we are proposing to also consult on a Waveney Valley alternative which includes a section of underground cable between approximately RG084 and RG091 Whether this is ultimately taken forward (or taken forward in an amended form) will be informed by consideration of landscape and visual, ecology and heritage effects along with the findings of technical and ground investigations amongst a range of factors including feedback received. This change if progressed will go some way to responding to the change requested. We will continue to make changes to the 2024 preferred draft alignment as we receive further feedback and as the Project develops.
4.12.104	Suggest the use of T-pylons near Stowmarket and Ipswich.	The 2024 preferred draft alignment reflects the use of standard lattice pylons. The use of other pylon designs is still under consideration, if an overhead line route is progressed. National Grid has and will continue to carry out further assessments on pylon design. Our assessments will include visual impacts and mitigation, environmental and ecological considerations, construction, and lifetime maintenance effects. Different designs in use in the UK include: • standard lattice; • lower height lattice; and • T-pylons. The findings from our assessments will be published in Appendix C of the Design Development Report (DDR) as part of our 2024 statutory consultation. We will continue to consider the use of alternative pylon types should further feedback be received from the 2024 statutory consultation.
4.12.105	Suggest using underground cables between Bramford and Offton.	National Grid has carefully considered the feedback received during the 2023 non-statutory consultation, the alternatives available, and other factors including our duties and obligations. These duties include the need to be economic, efficient, and keep costs down in the interests of the bill-paying consumers, balanced against a duty to have regard to preserving amenity, the natural environment, cultural heritage, landscape, and visual quality. National Policy Statement (NPS) EN-5 makes clear that *'the Government's position that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or Areas of Outstanding Natural Beauty (AONBs))'*. The NPS also confirms that widespread and significant adverse landscape and/or visual impacts in other locations may also justify the use of undergrounding. We may also adopt

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		underground cables in other circumstances such as to cross existing 400 kV overhead line infrastructure. No such designations or crossing locations have been identified in this section which is therefore proposed as an overhead line at this stage. Similarly, we do not consider that cumulative effects warrant such a change given that it is proposed to reduce potential effects by adopting part of the alignment of an existing 132 kV overhead line by replacing it with a cable connection. We are undertaking an Environmental Impact Assessment (EIA) to assess the potential impact of the Project, and this will identify any need for additional mitigation.
4.12.106	Suggest utilising the existing overhead line route near to Gislingham.	National Grid note the potential for close paralleling existing overhead lines to reduce the level of effects that may arise from a new overhead line. However, in this section there are constraints and features that mean, overall, we consider close paralleling (whether with the 132 kV overhead line to the west or the 400 kV overhead line to the east) would lead to greater effects on receptors in the area and be less compliant with the Holford Rules or be less consistent with the policy to be economic and efficient. A number of residential properties are present in close proximity to the existing overhead line meaning that if the lines were close paralleled it would result in the properties having an overhead line close to both sides. There are also some locations where the combination of existing physical and environmental features (road infrastructure, commercial and residential properties etc) present very substantial challenges to routeing and siting. As a result, whilst close paralleling may appear beneficial in some sections, overall, the increased environmental effects where the lines have to converge and diverge, and those increased effects on properties with overhead line to both sides are considered greater than those introduced by a new alignment generally separated from existing overhead lines. Whilst crossings and use of underground cable technology may be able to address the various constrained locations, we consider the costs and environmental effects arising from the additional infrastructure to be less compliant with our duties and relevant policies. On this basis we are not currently proposing a change to the draft alignment at this location but we will continue to make changes where practicable as we receive further feedback and as the Project develops. We are undertaking an Environmental Impact Assessment (EIA) to assess the potential impact of the Project, and this will identify any need for additional mitigation.
4.12.107	Suggested that pylons RG115 and RG116 are moved further east, away from the village of Gislingham taking advantage of the topography (i.e. to reduce the visual and financial impact on families / residents).	This proposed change was considered as part of the development of the 2023 preferred draft alignment but considered less preferred for the reasons set out in paragraph 6.4.31 of the Design Development Report (DDR) published as part of the 2023 non-statutory consultation. Having considered the feedback National Grid considers the 2023 decision on routeing to remain appropriate and no change is currently proposed beyond minor repositioning as a consequence of changes to the 2023 preferred draft alignment to the north at Mellis. Whilst noting some potential for reduction in some effects it is considered that these effects would transfer to other receptors or the effects on the woodland would be increased. Depending on exact crossing point the section of railway can be embanked which would necessitate additional extensions to the pylons negating some of the benefit sought. We will continue to make changes to the 2024 preferred draft alignment where practicable as we receive further feedback and as the Project develops. We are also undertaking an Environmental Impact Assessment (EIA) to assess the potential impact of the Project, and this will identify any need for additional mitigation.
4.12.108	Suggestion that the Project is routed away from / the Project	Further assessment and technical appraisal have been undertaken following feedback received from the 2023 non-statutory consultation which has resulted in several changes to the current draft alignment. Further details on these

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	should not be located at a specific location.	changes can be found in the Design Development Report (DDR), published as part of the 2024 statutory consultation. Further changes to the draft alignment will be considered as the Project develops.
4.12.109	Suggestion that the Project is routed away from / the Project should not be located at Bressingham Common.	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Bressingham Common. Beyond alternatives set out in the Design Development Report (DDR) in this area, and in the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the draft alignment. Guidelines on overhead line routeing are known as the *'Holford Rules'* which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Chapter.0 1 of this report.
4.12.110	Suggestion that the Project is routed away from / the Project should not be located at Cotton.	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Cotton. In the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the draft alignment. Guidelines on overhead line routeing are known as the *'Holford Rules'* which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Chapter 1 of this report.
4.12.111	Suggestion that the Project is routed away from / the Project should not be located at Earl Stonham.	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Earl Stonham. In the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the draft alignment. Guidelines on overhead line routeing are known as the *'Holford Rules'* which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Chapter 1 of this report.
4.12.112	Suggestion that the Project is routed away from / the Project should not be located at Flowton.	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Flowton. Beyond alternatives set out in the Design Development Report (DDR) in this area, and in the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the draft alignment. Guidelines on overhead line routeing are known as the *'Holford Rules'* which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Chapter 1 of this report.
4.12.113	Suggestion that the Project is routed away from / the Project should not be located at Gislingham.	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Gislingham. In the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the draft alignment. Guidelines on overhead line routeing are known as the *'Holford Rules'* which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Chapter 1 of this report.
4.12.114	Suggestion that the Project is routed away from / the Project	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Lopham Fen. In the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the draft alignment. Guidelines

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	should not be located at Lopham Fen.	on overhead line routeing are known as the *'Holford Rules'* which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Chapter 1 of this report.
4.12.115	Suggestion that the Project is routed away from / the Project should not be located at Mellis Common, Thornham.	National Grid is proposing a change to the draft alignment between RG102 and RG117 (previously RG103 and RG116) to adopt the alignment of the existing 132 kV overhead line for approximately 2 km, to then realign south to the west of Burgate Road. This change is being proposed to reduce potential impacts on nearby historical assets. This change would move the draft alignment to the north of Great Wood and would therefore move further away from Mellis Common. We will continue to make changes where practicable as we receive further feedback and as the Project develops.
4.12.116	Suggestion that the Project is routed away from / the Project should not be located at Mendlesham Green.	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Mendlesham Green. In the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the draft alignment. Guidelines on overhead line routeing are known as the *'Holford Rules'* which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Chapter 1 of this report.
4.12.117	Suggestion that the Project is routed away from / the Project should not be located at Offton.	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Offton. In the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the draft alignment. Guidelines on overhead line routeing are known as the *'Holford Rules'* which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Chapter 1 of this report.
4.12.118	Suggestion that the Project is routed away from / the Project should not be located at Palgrave.	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Palgrave. In the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the draft alignment. Guidelines on overhead line routeing are known as the *'Holford Rules'* which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Chapter 1 of this report.
4.12.119	Suggestion that the Project is routed away from / the Project should not be located at Roydon Fen.	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Roydon Fen. Beyond alternatives set out in the Design Development Report (DDR) in this area, and in the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the draft alignment. Guidelines on overhead line routeing are known as the *'Holford Rules'* which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Chapter 1 of this report.
4.12.120	Suggestion that the Project is routed away from / the Project	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Stowupland. In the absence of a specific basis for the change or a proposed alternative alignment, we have

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	should not be located at Stowupland.	considered this feedback by following the guidance in the Holford Rules in developing the draft alignment. Guidelines on overhead line routeing are known as the *'Holford Rules'* which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Chapter 1 of this report.
4.12.121	Suggestion that the Project is routed away from / the Project should not be located at The Waveney Valley.	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from The Waveney Valley. Noting that the east-west alignment of the Waveney Valley means a crossing is unavoidable, and in the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the draft alignment. Guidelines on overhead line routeing are known as the *'Holford Rules'* which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Chapter 1 of this report.
4.12.122	Suggestion that the Project is routed away from / the Project should not be located at Willisham.	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Willisham. In the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the draft alignment. Guidelines on overhead line routeing are known as the *'Holford Rules'* which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Chapter 1 of this report.
4.12.123	Suggestion that the Project is routed away from / the Project should not be located at Wortham.	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Wortham. Beyond alternatives set out in the Design Development Report (DDR) in this area, and in the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the draft alignment. Guidelines on overhead line routeing are known as the *'Holford Rules'* which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Chapter 1 of this report.
4.12.124	Suggestion that the Project is routed away from / the Project should not be located at Wortham Ling.	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Wortham Ling. Beyond alternatives set out in the Design Development Report (DDR) in this area, and in the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the draft alignment. Guidelines on overhead line routeing are known as the *'Holford Rules'* which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Chapter 1 of this report.
4.12.125	Suggestion that the Project is routed away from / the Project should not be located at Wortham Long Green.	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Wortham Long Green. Beyond alternatives set out in the Design Development Report (DDR) in this area, and in the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the draft alignment. Guidelines on overhead line routeing are known as the *'Holford Rules'* which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Chapter 1 of this report.

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4.12.126	Suggests a change in angle of the route so that pylons are sited in parallel through Millway Field north.	National Grid has assessed an alternative alignment in this area and is proposing a change between RG090 and RG100 (now RG099). This change is required due to the presence of Brook airstrip and solar farm developments. Further assessment on the potential impact of the Project on this airstrip has identified a need to move the alignment further east. This change would then also move pylons RG091, RG092, RG093 and RG094 further east, therefore going some way to achieving the changes requested to move further away from residences. If the Waveney Valley Alternative, for a short section of underground cable, is taken forward, then further reduction in effects in views to the north of some of these residential properties would occur. We will continue to make changes to the 2024 preferred draft alignment where practicable as we receive further feedback and as the Project develops.
4.12.127	Suggests RG090 to RG093 be moved to the eastern boundary of Millway.	National Grid has assessed an alternative alignment in this area and is proposing a change between RG090 and RG100 (now RG099). This change is required due to the presence of Brook airstrip and solar farm developments. Further assessment on the potential impact of the Project on this airstrip has identified a need to move the alignment further east. This change would then also move pylons RG091, RG092, RG093 and RG094 further east, therefore going some way to achieving the changes requested to move further away from residences. If the Waveney Valley Alternative, for a short section of underground cable, is taken forward, then further reduction in effects in views to the north of some of these residential properties would occur. We will continue to make changes to the 2024 preferred draft alignment where practicable as we receive further feedback and as the Project develops.
4.12.128	Suggests RG090-RG093 and RG096 be moved 200 m east to reduce visual impact.	National Grid has assessed an alternative alignment in this area and is proposing a change between RG090 and RG100 (now RG099). This change is required due to the presence of Brook airstrip and solar farm developments. Further assessment on the potential impact of the Project on this airstrip has identified a need to move the alignment further east. This change would then also move pylons RG091, RG092, RG093 and RG094 further east, therefore going some way to achieving the changes requested to move further away from residences. If the Waveney Valley Alternative, for a short section of underground cable, is taken forward, then further reduction in effects in views to the north of some of these residential properties would occur. We will continue to make changes to the 2024 preferred draft alignment where practicable as we receive further feedback and as the Project develops.
4.12.129	Suggests routeing RG039 away from residential areas.	National Grid has routed and sited the 2023 preferred draft alignment in accordance with the Holford Rules. In order to move RG039 further away from residential properties we would have to increase the length of the overhead line and increase the number of angle pylons, which would be less consistent with the Holford Rules. We therefore are not currently proposing a change to the 2023 preferred draft alignment at RG039, however we will continue to make changes to the 2024 preferred draft alignment where practicable as we receive further feedback and as the Project develops.
4.12.130	Suggests that trenches could be dug in headlands adjacent to roads rather than in verges at Roydon (if undergrounding).	National Grid seeks to reduce the potential effects of its proposals where practicable. In this case however headlands in one field typically do not align with headlands in another field so it is not realistic to make this change if a decision were taken to use underground cable for the connection. Effective soil handling and restoration techniques would be expected to mitigate the potential for longer term effects.
4.12.131	Suggests woodland planting in the following locations:	Projects of this nature are required to assess the potential environmental impacts of the proposals, and report on those, and set out proposed mitigation, in an Environmental Statement (ES) in accordance with the relevant

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	- east and west of the main London to Norwich Railway line to mitigate the 'encasing' effect on the settlements of this part of the County; - to the west of Cowpasture Lane passing from Mellis to Thornham Parva and the west of Mellis Common between proposed overhead line and the railway line; - to the north-west of Mellis to mitigate the effects on the settlement.	Environmental Impact Assessment (EIA) Regulations. The EIA starts early in the process and, in that respect, a considerable amount of assessment work has been undertaken to allow preliminary judgements to be made about the design and routeing of the Project. This has been set out in various publications (The Corridor and Preliminary Routeing and Siting Study (CPRSS), published as part of the 2022 non-statutory consultation, the Design Development Report, 2022 Non-Statutory Consultation Feedback Report and Strategic Options Backcheck and Review, published as part of the 2023 non-statutory consultation) with feedback helping shape the preliminary proposals. Further detailed assessment work has been undertaken since the 2023 non-statutory consultation and is published in the Preliminary Environmental Information Report (PEIR) to accompany the statutory consultation stage of the Project. National Grid will be writing up its Landscape and Visual Impact Assessment (LVIA) that will, in addition to other topic specific assessments, form the latter part of the EIA for the Project. This will include a write-up of an assessment on both landscape character and visual amenity. Where likely significant effects are anticipated the LVIA will consider and identify areas where it may be necessary and appropriate to put forward potential mitigation as part of an iterative design and assessment process. Whilst woodland planting may be deemed appropriate in some locations this will require careful consideration in terms of making sure it would not have negative impacts on biodiversity (such as replacing highly valued grasslands or impacting other habitats) and also cultural heritage in terms of impacts on heritage assets. In addition to this, consideration will also need to be given to constraints posed by buried and overhead services and also land ownership and how mitigation will be secured to ensure it is effective in the long term.
4.12.132	The siting of the Project at RG178 needs to take into account Wattisham Heli Base.	National Grid has appointed an independent aviation consultancy which have engaged with (with National Grid also present) Wattisham Flying Station. Following this and further assessment it has been determined, with the Project as currently proposed, that the airfield can continue to operate. The positioning of RG178 and pylons either side has taken into account activities at Wattisham Flying Station being positioned as a result of moving away from the graduated swathe onto lower ground and close to the existing 132 kV overhead line. We will continue to engage with nearby airfields as appropriate throughout the project development process.
4.12.133	There are noticeable sharp changes in direction where National Grid has attempted to navigate through villages and other important sites (e.g. RG111, RG104, RG140, RG145, RG180, RG207, RG208, JC4). This is contrary to Holford Rule Three that states *'...choose the most direct line, with no sharp changes of direction and thus with fewer angle towers'.*	The Holford Rules are guidelines and indeed the scope of coverage of the various rules introduces the potential for different rules to be misaligned in the influence they seek to guide. A balanced judgement is therefore necessary to weigh up the relative compliance of different alternative routes. In response to the specific comment, it is crucial to note for accurate interpretation that Rule Three starts with the words *'Other things being equal…'*. With this in mind some changes of direction are considered appropriate to achieve a balanced outcome. National Grid considers that this has been achieved but will respond to proposed changes where a reasonable alternative is proposed.

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Economic / Employment Impact		
4.12.134	Concern about the negative impact on businesses in the area.	Through the routeing and siting exercise National Grid has sought and will continue to reduce as far as practicable impacts to businesses. To reduce potential impacts, we are identifying businesses and enterprises and their primary function, and also those that are likely to generate tourism such as private gardens and parks. These have been and will continue to be considered during the iterative design process. Impacts on local businesses will be presented within a Socio-economics, Recreation and Tourism assessment which is being undertaken and will be written up to form part of the Environmental Impact Assessment (EIA). As part of this assessment, a range of measures will be considered throughout the construction phase of the Project to minimise disruption to businesses and their users. These measures will be identified within the Environmental Statement (ES) that will accompany the Development Consent Order (DCO) application.
4.12.135	Concern about the impact of the Project on the propose solar farm at Palgrave.	National Grid is aware of two solar farm proposals near Palgrave and are developing the route alignment and pylon positioning to minimise effects. We do not consider that the Project will affect the solar farm proposals.
Environmental Impact		
4.12.136	Concern about the negative impact of the Project on the Green Belt(s).	To connect a new transmission connection into Tilbury Substation it will be necessary to route through the Metropolitan Green Belt. National Grid has considered the effects on the Green Belt and all of the options connecting into Tilbury identified in the Corridor and Preliminary Routeing and Siting Study (CPRSS) would result in new and upgraded infrastructure in the Green Belt. The National Electricity Transmission System (NETS) transports energy from where it is generated to where it is used, in homes, schools, hospitals, businesses, and factories. Electricity networks are an established feature in our landscapes, taking energy across open countryside to towns and cities where it is needed. To ensure the national electricity network can transport energy efficiently there are numerous electricity transmission connections crossing Green Belts. Many of these connections are by way of overhead lines. By their nature, electricity transmission infrastructure (overhead lines) within the Green Belt is inevitable due to the need to transport energy around the country and the need to avoid the most built-up areas around our towns and cities (Holford Rule Supplementary Note 1). Some electricity infrastructure such as overhead lines, are considered to be engineering operations. By the nature of their design, and the sensitive siting, some of this infrastructure such as pylons and conductors may not be considered inappropriate development in the Green Belt as they do not conflict with Green Belt purposes and preserve openness. Although overhead lines may occupy long corridors within Green Belt, they involve little physical change to the land through which they pass and leave a large majority of the land beneath them free from development and therefore open. National Grid will submit a Planning Statement with its Development Consent Order (DCO) application which will assess the impacts of the Norwich to Tilbury Project on the Green Belt.

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4.12.137	Concern that the Project will impact designated sites (e.g. Sites of Special Scientific Interest (SSSI), Ancient Woodland and a Royal Society for the Protection of Birds (RSPB) reserve).	Through routeing and siting, National Grid has sought and will continue to reduce as far as practicable impacts on biodiversity and in particular features of high ecological value, such as Sites of Special Scientific Interest (SSSI), Special Protection Areas (SPAs), Ramsar sites and Ancient Woodland. The process of route design takes account of existing biodiversity, the natural environment and, where practicable, seeks to reduce potential impacts on areas of ecological sensitivity, through avoidance or mitigation. The Environmental Impact Assessment (EIA) for the Project will assess the effects on biodiversity (which includes receptors such as SSSIs, SPAs, Ramsar sites and Ancient Woodland) and where necessary will detail mitigation requirements. The assessment methodology has been discussed and agreed with Natural England and the assessment will be presented in the Environmental Statement (ES) or Habitats Regulations Assessment (HRA) depending on potential impact pathways. We will continue to engage with Natural England, the Royal Society for the Protection of Birds (RSPB) and other relevant stakeholders on aspects relating to biodiversity and the natural environment, including appropriate mitigation measures and techniques, and will take their views into account as the Project continues to develop.
4.12.138	Concern that the Project will result in a negative impact on the environment generally (no details given).	Through routeing and siting, National Grid has sought and will continue to reduce as far as practicable impacts on the environment. National Grid is undertaking an Environmental Impact Assessment (EIA) for the Project. The results of this assessment will be provided in the Environmental Statement (ES) that will accompany the Development Consent Order (DCO) application. The ES will identify and assess the likely significant effects on the environment resulting from the construction and operation (and maintenance) of the Project and will recommend appropriate mitigation measures to reduce potential effects. The scope of the EIA is included in the Scoping Report which was submitted to the Planning Inspectorate in November 2022. We will continue to engage with a range of stakeholders (including Statutory Environmental Bodies (SEBs) and relevant Local Planning Authorities (LPAs)) throughout the development of the Project design and environmental assessment work.
4.12.139	Suggest that areas other than the Area of Outstanding Natural Beauty (AONB) should be protected / Criticism that only the AONB has been considered.	National Policy Statement (NPS) EN-5 states that the Government considers overhead lines to be appropriate and acceptable in most instances, although it recognises that that there may be, at particularly sensitive locations, potential adverse landscape and visual impacts of overhead line infrastructure that make it inconsistent with our duties and relevant planning policy. The Area of Outstanding Natural Beauty (AONB) designation in this section is one such location where there is a presumption that underground cable technology is adopted with the extent of underground cabling extending beyond the boundary in response to the potential for the Project to affect the Natural Beauty of the AONB. Our current proposals include a total of approximately 20 km of underground cable through and in the vicinity of the Dedham Vale AONB, including a section at Great Horkesley to reduce the changes in views and setting of the AONB from within and adjacent to its designated boundary. Underground cabling is also proposed for short section for a 400 kV overhead line crossing near Fairstead and approximately 5 km from just north of the Lower Thames Crossing (LTC) through to Tilbury Substation. Projects of this nature are required to assess the potential environmental impacts of the proposals, and report on those, and set out proposed mitigation, in an Environmental Statement (ES) in accordance with the relevant Environmental Impact Assessment (EIA) Regulations. The EIA starts early in the process and, in that respect, a

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		considerable amount of assessment work has been undertaken to allow preliminary judgements to be made about the design and routeing of the Project. This has been set out in various publications (The Corridor and Preliminary Routeing and Siting Study (CPRSS), published as part of the 2022 non-statutory consultation, the Design Development Report, 2022 Non-Statutory Consultation Feedback Report and Strategic Options Backcheck and Review, published as part of the 2023 non-statutory consultation) with feedback helping shape the preliminary proposals. Further detailed assessment work has been undertaken since the 2023 non-statutory consultation and is published in the Preliminary Environmental Information Report (PEIR) to accompany the statutory consultation stage of the Project. National Grid will be writing up its Landscape and Visual Impact Assessment (LVIA) that will, in addition to other topic specific assessments, form the latter part of the EIA for the Project. This will include a write-up of an assessment on both landscape character and visual amenity. Where likely significant effects are anticipated the LVIA will consider and identify areas where it may be necessary and appropriate to put forward potential mitigation as part of an iterative design and assessment process.
Financial Compensation		
4.12.140	Concern that the Project will devalue property / impact on property value in this section.	National Grid acknowledges that its proposals may cause concern to landowners. Diminishment of property value known as 'injurious affection' and any other appropriate heads of claim will be considered on an individual basis in accordance with current legislation. We will pursue a voluntary agreement with affected landowners, acquiring rights in accordance with our Land Rights Strategy (the strategy is subject to review). If a voluntary agreement cannot be reached, then the Compulsory Purchase Code allows for a claim of compensation for the loss that property owners may have suffered as a direct result of the retained part of your property ownership being worth less as a direct result of the works. If there are any specific concerns about the devaluation of property National Grid would advise seeking third party advice or alternatively please contact the Project team: Norwich-Tilbury@fishergerman.co.uk or by calling us on Freephone 0808 175 3314. Alternatively, you can write to Norwich to Tilbury Land Team, Fisher German, The Atrium, Risby Business Park, Newmarket Road, Risby, Bury St Edmunds, IP28 6RD.
4.12.141	Request for adequate financial compensation / suggest that impacted individuals need to be compensate.	All affected landowners will be compensated for any temporary/permanent losses, and this will be dealt with on a case-by-case basis. If there are any specific concerns requiring compensation and how it will be assessed, please contact the Project team: Norwich-Tilbury@fishergerman.co.uk or by calling us on Freephone 0808 175 3314. Alternatively, you can write to Norwich to Tilbury Land Team, Fisher German, The Atrium, Risby Business Park, Newmarket Road, Risby, Bury St Edmunds, IP28 6RD. Additionally, we await details of how Government intends to implement its proposals for those living in close proximity to new electricity infrastructure.

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Health, Safety and Wellbeing		
4.12.142	Concern about the risk associated with the Project crossing existing gas pipeline in this section.	National Grid is aware of the presence of various utilities and will take appropriate account of them in developing the detailed alignment and infrastructure positions following consideration of feedback about the draft alignment. We will engage with such utility providers throughout the project development process.
4.12.143	Concern that the Project may result in a negative impact on mental health / health and wellbeing.	National Grid recognises people may have concerns about the health effects of living close to an overhead line, and that the uncertainty whilst the proposals are developed may cause anxiety. We have sought to reduce potential effects on communities and residents through routeing and design. We have also sought to reduce concern or uncertainty about the proposals through making timely design decisions and engaging with the people and stakeholders throughout the development of the Project. The Project team will continue to engage with people potentially affected during the development of the Project, through regular communication including letters, phone calls and meetings. This will enable concerns to be raised and discussed at an early opportunity and provide a regular point of contact to respond to queries and concerns. We urge anyone with concerns to get in touch through the Norwich to Tilbury Freephone number, address or email throughout the development of the Project: • **Call our Community Helpline:** 0800 915 2497 (Lines are open Monday to Friday 9am-5:30pm) • **Email us:** contact@n-t.nationalgrid.com • **Write to us:** FREEPOST N TO T (No stamp or further address details are required) The UK has a carefully thought-out set of policies for protecting us all against Electric and Magnetic Fields (EMFs), the main component of which is exposure guidelines. Those exposure guidelines are set by independent scientific bodies and are based on decades-long studies into the effects of EMFs and ill health. After those decades of research, the weight of evidence is against there being any health risks of EMFs below the guideline limits. These policies are incorporated into the decision-making process for development consent in National Policy Statement (NPS) EN-5. It is National Grid's policy to ensure that all of its equipment comply fully with those exposure limits. Our approach is to ensure that all our equipment complies with the policies, which are set by Government on the advice of their independent advisors. The proposed overhead lines, underground cables and substation will be designed to ensure they are fully compliant with these policies and guidelines. This ensures that health concerns relating to EMFs are properly and adequately addressed.
4.12.144	Concern that the siting of overhead lines presents a risk to light aircrafts in the area.	Our review of airfields within 4 km of the preferred corridor identified 10 General Aviation (GA) sites, one military site (Wattisham Flying Station) and the Mid and South Essex National Health Service (NHS) Broomfield Hospital which receives helicopters from a helipad on the roof of the main hospital building. We have also considered other airfields and flight activities where these have been identified through the 2022 and 2023 non-statutory consultations including for ballooning and for model flying. As well as considering feedback, National Grid's aviation advisers (an independent aviation consultancy) have directly engaged with these parties.

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		A number of route alignment and pylon positioning changes have been made following consideration of feedback and in all but one case the assessment concludes that the airfields can continue to operate. In the remaining case of a private airstrip near Little Burstead we continue to liaise with the operator to identify an appropriate solution. Specifically in respect of Wattisham Flying Station our proposals position the alignment onto relatively lower ground (to remove the potential for interference with Instrument Landing System (ILS) radar) and adopt an alignment closer to the existing 132 kV overhead line and include replacing part of the 132 kV line south of Offton by underground cable to avoid a new overhead line corridor being introduced. We will continue to engage with relevant parties as appropriate throughout the project development process.
Heritage		
4.12.145	Concern about archaeological impacts (including impacts on sites of significance).	Through routeing and siting National Grid has sought and will continue to reduce as far as practicable potential impacts on the historic environment. We will be writing up our Historic Environment Assessment which will form part of the Environmental Impact Assessment (EIA) and will identify likely significant effects on archaeological sites. To inform this assessment, we are undertaking desk-based assessment and a suite of archaeological surveys to understand the baseline historic environment and refine the Project design further. We will continue to engage with Historic England and relevant Local Planning Authorities (LPAs) on aspects relating to heritage, including appropriate mitigation measures and techniques and to take their views into account as the Project continues to develop.
4.12.146	Concern about the negative impact on heritage buildings / listed buildings / historical site and suggest that the Project is routed away from or not located at heritage buildings / listed buildings / historical sites.	Through routeing and siting National Grid has sought to and will continue to reduce as far as practicable potential impacts on the historic environment, including listed buildings and known heritage assets. If potential impacts on the historic environment are identified, we will explore a range of mitigation measures such as careful siting of pylons and screening (both new and existing) to reduce potential impacts where practicable. This will be presented within the Historic Environment Assessment which will be written up and will form part of the Environmental Impact Assessment (EIA) for the Project. We will continue to engage with Historic England and relevant Local Planning Authorities (LPAs) on aspects relating to heritage, including appropriate mitigation measures and techniques and will take their views into account as the Project continues to develop.
Information		
4.12.147	The two farm barns near Hempnalls Halls on National Grid's survey are actually the residential properties, Hempnalls Farm Barn and Cleve House (not agricultural barns).	National Grid has carefully considered the feedback received during the 2023 non-statutory consultation and the alternatives available. We are proposing a change to the 2023 preferred draft alignment between RG123 and RG130 which would move the draft alignment further to the east, further away from Hempnalls Hall and the associated residential properties. We will continue to make changes to the 2024 preferred draft alignment where practicable as we receive further feedback and as the Project develops.

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Mitigation		
4.12.148	Suggest mitigation measures (e.g. through planting and screening measures / replanting / rewilding / habitats replacement).	Through the routeing and siting exercise, National Grid has sought to, and will continue to seek to maximise the use of existing landform and vegetation to screen and filter views of the Project as far as practicable as it passes through the wider landscape. Where new infrastructure is required as part of the Project and the Environmental Impact Assessment (EIA) concludes that additional mitigation would be appropriate, measures to reduce effects can include the use of underground cables in the areas of highest amenity value (e.g. the Dedham Vale Area of Outstanding Natural Beauty (AONB)), sympathetic siting of infrastructure including substations, Cable Sealing End (CSE) compounds and pylons, and where necessary a range of mitigation planting for the purpose of softening and screening. The Environment Act 2021 introduces a mandatory requirement for 10% Biodiversity Net Gain (BNG) for new Development Consent Order (DCO) developments (which is not yet in force). We have committed to deliver Net Gain of at least 10% or greater in environmental value (including BNG) on all construction projects. The Net Gain target for the Project is currently voluntary and aligned with our corporate sustainability commitment. As well as seeking to avoid and minimise impacts to nature, the Project will consider the land required for mitigation, compensation and enhancement that can deliver BNG and wider environmental benefits, which will be identified as the Project design develops. This may require delivery of offsite Biodiversity Units via habitat creation or enhancement actions in strategic areas, and we will consider all options that are available to us.
Public Rights of Way (PRoW)		
4.12.149	Concern about the negative impact on Public Rights of Way (PRoW).	Through routeing and siting, National Grid has sought to and will continue to reduce, as far as practicable, impacts and disruption to Public Rights of Way (PRoW). The iterative process of route design has identified the existing PRoW network and their wider connectivity and sought where practicable to reduce and where possible remove impacts to PRoW. If mitigation is required, measures may include the temporary closure of PRoW during the construction phase, and where practicable a diversion to allow for the continued use and movement of the wider PRoW network. Effects on PRoW will be mitigated where possible, maintaining access where practicable, with closures as a last resort. We will continue to engage with relevant stakeholders on the PRoW network to enable feedback and input to be considered as the Project develops. A PRoW Management Strategy will be prepared as part of the Outline Code of Construction Practice (CoCP) and submitted with the Development Consent Order (DCO) application.
Request		
4.12.150	Request for further detail on the potential to tee-in or develop substations to connect to the Project in this section, in order to allow	Customer connections are offered and signed based on the customers' requirements and the ability of the system to perform against the required standards. Customers are offered connection points based on system studies at the time of application. The customer has the ability to modify the application if they wish to. In this case it is for the customer to follow the appropriate process to seek a connection rather than a connection being made available as an integral part of the Project.

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	developers to create new infrastructure at a local level.	
4.12.151	Request for further detail on the proposals for this section (i.e. the placement of anticipated construction compounds and access roads and possible opportunities to co-locate these aspects).	The work taking place between the 2023 non-statutory consultation and the 2024 statutory consultation has been to develop the next level of detail such as proposed construction compounds, haul roads etc. This information will be presented at the 2024 statutory consultation.
4.12.152	Request for further information on the placement of anticipated construction compounds and access roads, and the possible opportunities for co-location of construction compounds and access roads, and request for more information which relates to the ability to tee– in or develop substations to connect to the Overhead Line in this section, in order to allow developers to create new infrastructure at a local level.	The work taking place between the 2023 non-statutory consultation and the 2024 statutory consultation has been to develop the next level of detail such as proposed construction compounds, haul roads etc. This information will be presented at the 2024 statutory consultation. Regarding the potential development of the wider electricity network around the proposed new overhead line, this is fully dependent on independent developers making applications. This may be generators such as solar farms or UK Power Networks (UKPN) the local Distribution Network Operator (DNO) applying for a new connection point. The Norwich to Tilbury Project team is not aware of any additional requests to connect into the proposed new overhead line and is not developing it with that in mind.
4.12.153	Request for further information on the relationship with the existing 400 kV line and any interface with the UK Power Networks (UKPN) in the geography.	National Grid notes the respondent's request and has been developing its proposals and engaging with the Distribution Network Operator (DNO) since undertaking the 2023 non-statutory consultation. We propose to publish details of interactions with the existing 132 kV network as part of our 2024 statutory consultation including details of where existing lines may be replaced by underground cable.
Tourism		
4.12.154	Concern about the impact of the Project on tourism.	National Grid has a duty under the Electricity Act 1989 to have regard to the desirability of (amongst other things) preserving natural beauty, and to do what it reasonably can to mitigate the associated effects of new infrastructure. Through routeing and siting we have sought to avoid, as far as practicable, locations important for leisure and tourism. This includes taking forward a preferred draft route alignment which included changes to reduce effects on sites important for tourism such as Bressingham Steam Museum and Gardens.

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		We will continue to consider these locations as we develop our proposals and seek to reduce effects, by implementing measures such as, the use of underground cables in the areas of highest amenity value (Dedham Vale Area of Outstanding Natural Beauty (AONB)), and appropriately control construction related traffic movements during the construction phase to minimise disruption to local road users. Potential impacts on leisure and tourism will be presented within a Socio-economics, Recreation and Tourism assessment which is being written up and will form part of the Environmental Impact Assessment (EIA). As part of this assessment, a range of measures are being considered throughout the construction phase of the Project to minimise disruption on leisure and tourism. These include traffic management, signage and routeing measures. These will be identified within the Environmental Statement (ES), the Outline Code of Construction Practice (CoCP) and the Outline Construction Traffic Management Plan (CTMP).
Visual Impact		
4.12.155	Concern about the cumulative effect of onshore National Grid projects within this section.	National Grid will, as part of the Environmental Impact Assessment (EIA) for the Project, undertake a cumulative effects assessment in accordance with the Planning Inspectorate's Advice Note Seventeen 'Cumulative Effects Assessment'. We will also engage with developers of infrastructure projects and other National Grid project teams in the area to understand their development plans and to identify complementary design principles and parameters where available and if practicable.
4.12.156	Concern about the cumulative effect of the Project alongside existing overhead lines.	National Grid is, as part of the Environmental Impact assessment (EIA) for the Project, undertaking a cumulative effects assessment in accordance with the Planning Inspectorate's Advice Note Seventeen 'Cumulative Effects Assessment'. Projects of this nature are required to assess the potential environmental impacts of the proposals, and report on those, and set out proposed mitigation, in an Environmental Statement (ES) in accordance with the relevant EIA Regulations. The EIA starts early in the process and, in that respect, a considerable amount of assessment work has been undertaken to allow preliminary judgements to be made about the design and routeing of the Project. This has been set out in various publications (The Corridor and Preliminary Routeing and Siting Study (CPRSS), published as part of the 2022 non-statutory consultation, the Design Development Report, 2022 Non-Statutory Consultation Feedback Report and Strategic Options Backcheck and Review, published as part of the 2023 non-statutory consultation) with feedback helping shape the preliminary proposals. Further detailed assessment work has been undertaken since the 2023 non-statutory consultation and is published in the Preliminary Environmental Information Report (PEIR) to accompany the statutory consultation stage of the Project. National Grid will be writing up its Landscape and Visual Impact Assessment (LVIA) that will, in addition to other topic specific assessments, form the latter part of the EIA for the Project. This will include a write-up of an assessment on both landscape character and visual amenity. Where likely significant effects are anticipated the LVIA will consider and identify areas where it may be necessary and appropriate to put forward potential mitigation as part of an iterative design and assessment process. For the LVIA, information will be gathered on the existing applicable environment / receptors and presented as the baseline. Any existing infrastructure (such as existing transmission lines and associated wirescapes) will form part of

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		the baseline environment for the Project to be assessed against, to identify if significant landscape and / or visual effects are likely to arise. In the event significant effects are predicted, where possible, mitigation measures will be proposed to reduce the effect as far as practicable. The findings and conclusions of the LVIA and other topics assessments will then be considered within the cumulative impact assessment for the Project. Our 2024 statutory consultation will publish details of the Project including proposals to replace certain sections of 132 kV overhead line connection with underground cable. We will continue to liaise with UK Power Networks (UKPN) on other opportunities where the Project may facilitate opportunities for 132 kV network rationalisation.
4.12.157	Concern that the Project will be unsightly / visually intrusive (e.g. overhead lines, Cable Sealing End (CSE) compounds and substations).	The relevant National Policy Statement (NPS) is EN-5 which makes it clear that the Government considers overhead lines to be appropriate and acceptable in most instances, although it recognises that that there may be, at particularly sensitive locations, potential adverse landscape and visual impacts of an overhead line that make it inconsistent with our duties and relevant planning policy. In such cases the use of 400 kV underground cable would be adopted between carefully sited Cable Sealing End (CSE) compounds noting that such structures themselves may give rise to visual effects. The proposed East Anglia Connection Node (EACN) substation siting has also considered the potential for landscape and visual effects and whether particular sites provide greater screening or potential for screening to reduce effects. Projects of this nature are required to assess the potential environmental impacts of the proposals, and report on those, and set out proposed mitigation, in an Environmental Statement (ES) in accordance with the relevant Environmental Impact Assessment (EIA) Regulations. The EIA starts early in the process and, in that respect, a considerable amount of assessment work has been undertaken to allow preliminary judgements to be made about the design and routeing of the Project. This has been set out in various publications (The Corridor and Preliminary Routeing and Siting Study (CPRSS), published as part of the 2022 non-statutory consultation, the Design Development Report, 2022 Non-Statutory Consultation Feedback Report and Strategic Options Backcheck and Review, published as part of the 2023 non-statutory consultation) with feedback helping shape the preliminary proposals. Further detailed assessment work has been undertaken since the 2023 non-statutory consultation and is published in the Preliminary Environmental Information Report (PEIR) to accompany the statutory consultation stage of the Project. National Grid will be writing up its Landscape and Visual Impact Assessment (LVIA) that will, in addition to other topic specific assessments, form the latter part of the EIA for the Project. This will include a write-up of an assessment on both landscape character and visual amenity. Where likely significant effects are anticipated the LVIA will consider and identify areas where it may be necessary and appropriate to put forward potential mitigation such as screen planting and softening as part of an iterative design and assessment process.
4.12.158	Concern that the Project will cause a negative impact on landscape / views.	The relevant National Policy Statement (NPS) is EN-5 which makes it clear that the Government considers overhead lines to be appropriate and acceptable in most instances, although it recognises that that there may be, at particularly sensitive locations, potential adverse landscape and visual impacts of an overhead line that make it inconsistent with our duties and relevant planning policy. National Grid through the routeing and siting exercise has sought to reduce the impact on landscape character and visual amenity. We will continue to consider both landscape character and amenity value as we develop our proposals and seek to reduce effects.

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		Measures to reduce such effects have included the use of underground cables in the areas of highest amenity value such as the Dedham Vale Area of Outstanding Natural Beauty (AONB) and its setting and careful consideration of siting of infrastructure and pylons. Projects of this nature are required to assess the potential environmental impacts of the proposals, and report on those, and set out proposed mitigation, in an Environmental Statement (ES) in accordance with the relevant Environmental Impact Assessment (EIA) Regulations. The EIA starts early in the process and, in that respect, a considerable amount of assessment work has been undertaken to allow preliminary judgements to be made about the design and routeing of the Project. This has been set out in various publications (The Corridor and Preliminary Routeing and Siting Study (CPRSS), published as part of the 2022 non-statutory consultation, the Design Development Report, 2022 Non-Statutory Consultation Feedback Report and Strategic Options Backcheck and Review, published as part of the 2023 non-statutory consultation) with feedback helping shape the preliminary proposals. Further detailed assessment work has been undertaken since the 2023 non-statutory consultation and is published in the Preliminary Environmental Information Report (PEIR) to accompany the statutory consultation stage of the Project. National Grid will be writing up its Landscape and Visual Impact Assessment (LVIA) that will, in addition to other topic specific assessments, form the latter part of the EIA for the Project. This will include a write-up of an assessment on both landscape character and visual amenity. Where likely significant effects are anticipated the LVIA will consider and identify areas where it may be necessary and appropriate to put forward potential mitigation such as screen planting and softening as part of an iterative design and assessment process.
Wildlife / Ecology Impact		
4.12.159	Concern about the impact of the Project (including overhead lines) on birds.	Birds are being assessed in the biodiversity assessment which will form part of the Environmental Impact Assessment (EIA) following extensive desk study and field work. A bespoke survey scope specifically to assess collision risk with overhead lines has been agreed with Natural England targeting wintering / passage birds. Surveys commenced in September 2022 with the assessment to be included within the EIA. Should adverse impact be identified, they will be minimised as far as possible, where practicable. It is anticipated that a range of habitats within the land required for the construction of the Project would provide suitable habitat to support breeding birds and particularly those associated with farmland habitat. A survey scope for breeding birds is currently being discussed with Natural England ahead of the 2024 breeding season to identify key areas and potential impact pathways. Any trees to be impacted will also be surveyed to determine their suitability to support barn owl. Following the completion of survey work, the subsequent assessment will be included within the EIA. The Biodiversity Net Gain (BNG) strategy will take into account protected/notable species such as those species mentioned. It is noted that birds are a mobile species, and it is likely that active nests may be encountered during the construction phase. Precautionary working methods for breeding birds will be included within the Outline Code of Construction Practice (CoCP) that will accompany the Development Consent Order (DCO) application.
4.12.160	Concern about the impact of overhead lines on birds flying.	Birds are being assessed in the biodiversity assessment which will form part of the Environmental Impact Assessment (EIA). A bespoke survey scope specifically to assess collision risk with overhead lines has been agreed with Natural England targeting wintering / passage birds. Surveys commenced in September 2022 with the

Ref no.	Summary of matters raised	National Grid's response
		assessment to be included within the EIA. Should adverse impact be identified, they will be minimised as far as possible, where practicable.
4.12.161	Concern about the impact of the Project on badger sett on farm in Barking Tye.	Detailed badger surveys are currently being undertaken and these surveys will continue into 2024. The presence of badger setts is being mapped in the field as well as using existing records. Where practicable impacts on badger setts will be avoided, however where avoidance is not possible appropriate mitigation measures (including Natural England licensing) will be outlined in a strategy and implemented to ensure no detrimental effect on the local badger clan.
4.12.162	Concern about the impact of the Project on Great Crested Newts, bats and skylarks habituated in ancient pond a few metres from pylon RG136.	Detailed protected species surveys are currently underway and will continue into 2024 to determine an accurate baseline for assessment. Where practicable, impact to pond habitat will be avoided and where impact is unavoidable, mitigation will be put into place. It is currently proposed that Great Crested Newt (GCN) *(Triturus cristatus)* would be subject to a District Level Licence (DLL) which will cover mitigation for GCN. Under a DLL, there would be no requirement for any fieldwork for GCN or additional mitigation beyond that included in the DLL agreement. Mitigation would be located 'offsite' and at predetermined location(s) considered most suitable for habitat creation and GCN population management. This mitigation would be managed holistically by Natural England and their partners.
4.12.163	Concern that birds of prey will be impacted by the Project (e.g., overhead line frequencies / disturbance).	Birds of prey are being considered through desk study and survey work, with a subsequent assessment to be included within the Environmental Impact Assessment (EIA). Bespoke surveys to identify trees with the potential to support barn owl are underway and will continue to be undertaken in 2023/2024 in combination with a suite of breeding, wintering and passage bird surveys. All bird survey scopes either have been agreed or are currently in discussion with Natural England. The Biodiversity Net Gain (BNG) strategy will take into account protected/notable species of birds of prey providing additional habitat for prey species to increase food resource. It is also well documented that certain species, notably Peregrine, Hobby, Kestrel and Tawny Owl utilise pylons as artificial nesting opportunities.
4.12.164	Concern that the Project will have a negative impact on bees / bees will be unable to navigate under high voltage overhead lines.	Bees can be affected if the hive is under (or very close to) a power line and the hive becomes charged. This can be eliminated by screening or earthing the hive. Other than that effect, there does not seem to be evidence of Electric and Magnetic Fields (EMFs) or overhead lines adversely affecting bees. In the United States of America, the strip of land along power lines, have been shown to be particularly attractive to bees. Additionally, National Grid has worked with the British Beekeeping Association to establish hives around our sites, including high voltage substations, which have thrived. Embedded design measures will avoid any potential effects.
4.12.165	Concern that the Project will result in a negative impact on flora / plants / woodlands / hedgerows.	Through routeing and siting National Grid has sought to and will continue to reduce as far as practicable potential impacts on biodiversity including priority grassland, wetland, woodland, and hedgerow habitats. The process of route design takes account of existing biodiversity, the natural environment and, where practicable, seeks to reduce potential impacts on areas of ecological sensitivity, through avoidance or mitigation.

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		The Environmental Impact Assessment (EIA) for the Project will assess the effects on important ecological receptors (which includes grasslands, wetlands, woodlands and hedgerows). As part of the EIA process for the Project, a suite of ecological surveys has been and will continue to be undertaken. The findings of which will inform the design and approach to mitigation. We will continue to engage with Natural England and Local Planning Authorities (LPAs) on aspects relating to biodiversity and the natural environment, including appropriate mitigation measures and techniques, and to take their views into account as the Project continues to develop. The Environment Act 2021 introduces a mandatory requirement for 10% Biodiversity Net Gain (BNG) for new Development Consent Order (DCO) developments (which is not yet in force). We have committed to deliver Net Gain of at least 10% or greater in environmental value (including BNG) on all construction projects. The Net Gain target for the Project is currently voluntary and aligned with our corporate sustainability commitment. As well as seeking to avoid and minimise impacts to nature, the Project will consider the land required for mitigation, compensation and enhancement that can deliver BNG and wider environmental benefits, which will be identified as the Project design develops. This may require delivery of offsite Biodiversity Units via habitat creation or enhancement actions in strategic areas, and we will consider all options that are available to us.
4.12.166	Concern that the Project will result in a negative impact on protected species (also use specific code if species is provided).	Through routeing and siting National Grid has sought and will continue to reduce as far as practicable potential impacts on biodiversity including protected species. The process of routeing takes account of existing biodiversity, the natural environment and, where practicable, seeks to reduce potential impacts on areas of ecological sensitivity including protected species and their associated habitats, through avoidance or mitigation. A comprehensive survey effort for a range of protected species is currently underway with surveys proposed to continue throughout 2024. The Environmental Impact Assessment (EIA) for the Project will assess the effects on protected species based on this baseline information and where/if required appropriate mitigation measures will be detailed. We will continue to engage with Natural England and Local Planning Authorities (LPAs) on aspects relating to biodiversity and the natural environment, including appropriate mitigation measures and techniques for protected species and to take their views into account as the Project continues to develop. Where/if necessary, we will seek to obtain letters of no impediment from Natural England by producing draft protected licences in advance of Development Consent Order (DCO) examination, which will ensure legal compliance and best practice guidance are adhered to and ensure that Natural England agree with our mitigation approach.
4.12.167	Concern that the Project will result in a negative impact on river ecology.	Through routeing and siting National Grid has sought and will continue to reduce as far as practicable potential impacts on biodiversity including river ecology. The process of routeing takes account of existing biodiversity, the natural environment and, where practicable, seeks to reduce potential impacts on areas of ecological sensitivity such as river corridor habitats and any associated protected species, through avoidance or mitigation. As part of the Environmental Impact Assessment (EIA) process for the Project, a suite of ecological surveys has been and will continue to be undertaken throughout 2024 including along river corridors. The EIA for the Project will assess the effects on biodiversity and where required appropriate mitigation measures. We will continue to engage with Natural England, the Environment Agency and Local Planning Authorities (LPAs) on aspects relating to river ecology, including appropriate mitigation measures and techniques and to take their views into account as the Project continues to develop.

Ref no.	Summary of matters raised	National Grid's response
		The Environment Act 2021 introduces a mandatory requirement for 10% Biodiversity Net Gain (BNG) for new Development Consent Order (DCO) developments (which is not yet in force). We have committed to deliver Net Gain of at least 10% or greater in environmental value (including BNG) on all construction projects including for river ecology. The Net Gain target for the Project is currently voluntary and aligned with our corporate sustainability commitment. As well as seeking to avoid and minimise our impacts to nature, the Project will consider the land required for watercourse mitigation, compensation and enhancement that can deliver BNG and wider environmental benefits, which will be identified as the Project design develops. This may require delivery of offsite Biodiversity Units via habitat creation or enhancement actions in strategic areas, and we will consider all options that are available to us.
4.12.168	Concern that the Project will result in a negative impact on wildlife / habitats.	Through routeing and siting, National Grid has sought and will continue to reduce as far as practicable potential impacts on biodiversity. The process of route design takes account of existing biodiversity, the natural environment and, where practicable, seeks to reduce potential impacts on areas of ecological sensitivity, through avoidance or mitigation. The Environmental Impact Assessment (EIA) for the Project will assess the impact and subsequent effects on biodiversity and if necessary, the mitigation requirements, such as habitat creation. We will continue to engage with Natural England on aspects relating to biodiversity and the natural environment, including appropriate mitigation measures and techniques, to take their views into account as the Project continues to develop. The Environment Act 2021 introduces a mandatory requirement for 10% Biodiversity Net Gain (BNG) for new Development Consent Order (DCO) developments (which is not yet in force). National Grid has committed to deliver Net Gain of at least 10% or greater in environmental value (including BNG) on all construction projects. The Net Gain target for the Project is currently voluntary and aligned with our corporate sustainability commitment. As well as seeking to avoid and minimise our impacts to nature, the Project will consider the land required for mitigation, compensation and enhancement that can deliver BNG and wider environmental benefits, which will be identified as the Project design develops. This may require delivery of offsite Biodiversity Units via habitat creation or enhancement actions in strategic areas, and we will consider all options that are available to us.
4.12.169	Concerned that pylons RG174 and RG173 will impact barn owls.	Detailed barn owl surveys are currently underway and will continue into 2024. Where barn owls are identified the Project will look to avoid any impact where practicable, where impact is deemed unavoidable appropriate mitigation measures will be put into place. Details of the assessment and any mitigation will be detailed within the biodiversity section of the Environmental Impact Assessment (EIA).
4.12.170	Suggest ecological enhancements as part of the Project.	The Environment Act 2021 introduces a mandatory requirement for 10% Biodiversity Net Gain (BNG) for new DCO developments (which is not yet in force). National Grid has committed to deliver Net Gain of at least 10% or greater in environmental value (including BNG) on all construction projects. The Net Gain target for the Project is currently voluntary and aligned with our corporate sustainability commitment. As well as seeking to avoid and minimise our impacts to nature, the Project will consider the land required for mitigation, compensation and enhancement that can deliver BNG and wider environmental benefits, which will be identified as the Project design develops. This may require delivery of offsite Biodiversity Units via habitat creation or enhancement actions in strategic areas, and we will consider all options that are available.

Section C and D: Babergh, Tendring and Colchester Feedback

Figure 4.20- Babergh, Tendring and Colchester section map

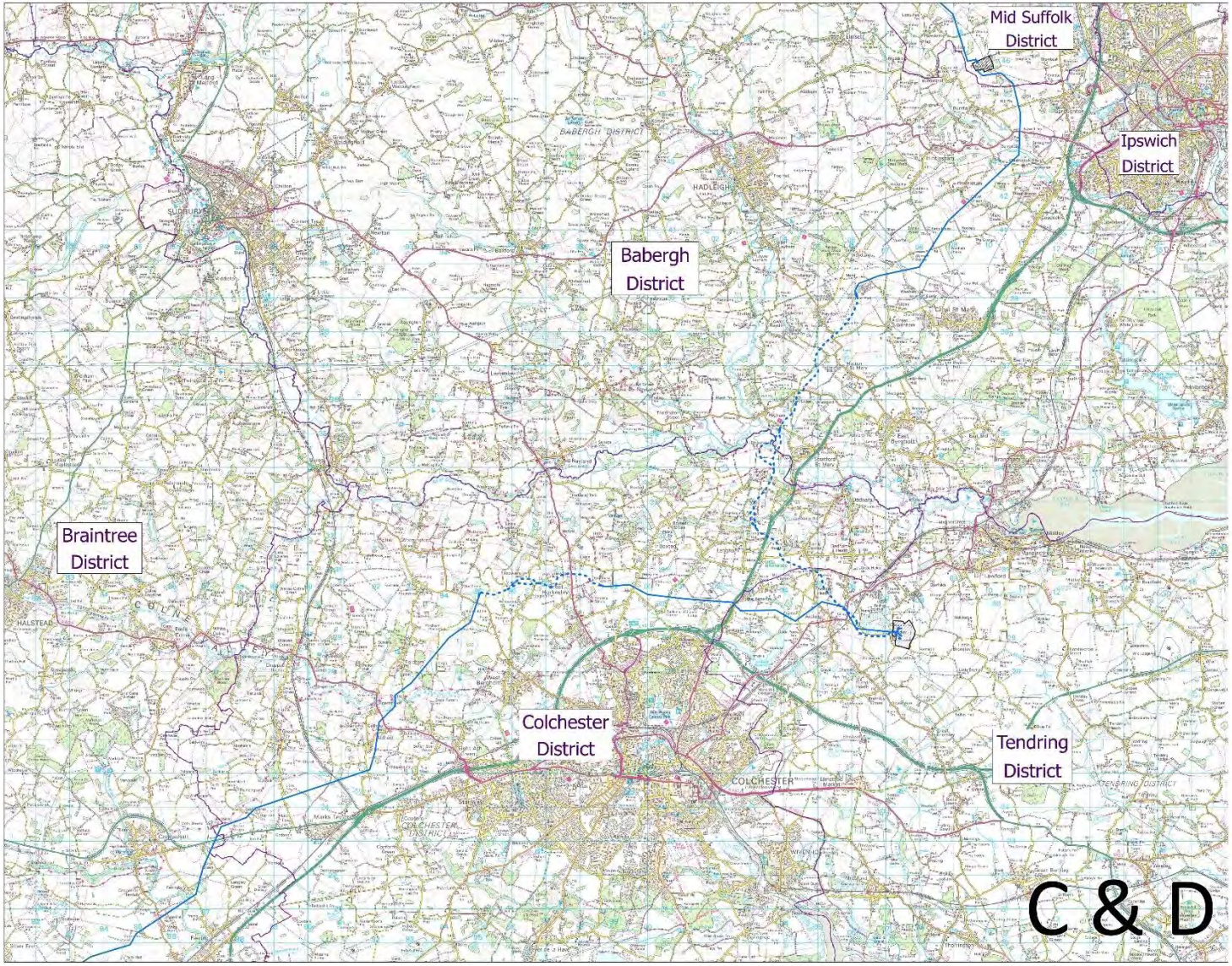


Table 4.13- Summary of consultee comments on **Section C and D: Babergh, Tendring and Colchester** and National Grid's response

Ref no.	Summary of matters raised	National Grid's response
Agricultural Land		
4.13.1	Concern that the East Anglia Connection Node (EACN) substation will destroy productive farmland (i.e., contradictory to the UK ambition to grow more food, and pollution resulting in the need to transport food from abroad).	Siting of the East Anglia Connection Node (EACN) substation takes into account a wide range of factors and must arrive at a balanced position, in particular weighing the effects from the two overhead lines required to transmit the power from the site. National Grid will continue to work with all landowners, including farmers who may be affected by the proposals, to understand the impacts on their operations and to work with them as the Project develops. We will seek to work with the farming community to limit disruption where practicable. Where land is required for new permanent apparatus, we will look to acquire the minimum area required.
4.13.2	Concern that the Project will impact pipework and irrigators (this is a safety risk) and prevent the use of spray boom irrigators.	During the construction phase of the Project there may be temporary restrictions on the use of some irrigation systems. This will be avoided where practicable but if not, mitigation will be implemented to reduce the impacts. Following construction and when the permanent asset is in place, safety clearance will need to be adhered to. If landowners have any concerns regarding the use of irrigation systems during and after the works please get in contact with the Project's lands team: Norwich-Tilbury@fishergerman.co.uk or by calling us on Freephone 0808 175 3314. Alternatively, you can write to Norwich to Tilbury Land Team, Fisher German, The Atrium, Risby Business Park, Newmarket Road, Risby, Bury St Edmunds, IP28 6RD.
4.13.3	Concern that the Project will take away valuable agricultural land / disrupt farming operations.	National Grid is and will continue to work with all landowners including farmers who may be affected by the proposals to understand the impacts on their operations and to work with them as the Project is developed. We will seek to work with the farming community to limit disruption where practicable. This includes providing prior warning of works which may result in the need to move livestock. Compensation claims for disturbance are considered on a case-by-case basis, if negative impact on farming operations can be proven. Particular agricultural matters can also be addressed through voluntary land agreements.
4.13.4	Concerned that the Project will have a negative impact on agricultural livestock (e.g., farm animals grazing).	National Grid is and will continue to work with all landowners including farmers and equestrian facilities who may be affected by the proposals to understand the impacts on their operations and to work with them as the Project is developed. We will seek to work with the farming community to limit disruption where practicable. This includes providing prior warning of works which may result in the need to move livestock. Compensation claims for disturbance are considered on a case-by-case basis, if negative impact on farming operations can be proven. Particular agricultural matters can also be written into voluntary land agreements. There will also be mitigation put in place where animal grazing maybe affected. As well as possible effects on humans, possible effects of Electric and Magnetic Fields (EMFs) on various animals have been studied a number of times. No detectable effects of EMFs have been found on, for example, health, milk production, fertility, and behaviour. This is confirmed in National Policy Statement (NPS) EN-5 which states: *'There is*

Ref no.	Summary of matters raised	National Grid's response
		little evidence that exposure of crops, farm animals or natural ecosystems to transmission line EMFs has any agriculturally significant consequences.'
Airfields		
4.13.5	Concern about the impact of the Project on Boxted Airfield (Royal Air Force (RAF) Boxted) / Suggestion that the Project is routed away from Boxted Airfield (RAF Boxted).	National Grid has appointed an independent aviation consultancy who has contacted Boxted Airfield. Following further assessment it has been determined that the airfield is deemed to be disused. It was last used for a one day fly in 2021 by the South Suffolk Strut who have advised that they no longer wish to use the airfield due to the condition of the runway. We will continue to engage with nearby airfields as appropriate throughout the project development process.
4.13.6	Concern about the impact of the Project on Brook Farm Airstrip / Suggestion that the Project is routed away from Brook Farm Airstrip.	National Grid has assessed an alternative alignment in this area and is proposing a change to the 2023 preferred draft alignment between RG90 and RG100. This change is required due to the presence of Brook Airstrip where further assessment on the potential impact of the Project on this airstrip has identified a need to move the alignment further east. We will continue to engage with the airfield and make changes to the 2024 preferred draft alignment as we receive further feedback and as the Project develops.
4.13.7	Concern about the impact of the Project on Royal Air Force (RAF) Raydon Airfield / Suggestion that the Project is routed away from RAF Raydon Airfield.	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Raydon and Raydon Airfield. Following further assessment, we are proposing a change to the 2023 preferred draft alignment to continue the use of underground cable beyond the airfield with a Cable Sealing End (CSE) compound located to the north. This will allow for continued operation. Further details on this change and the alternatives considered can be found in the Design Development Report (DDR), published as part of the 2024 statutory consultation. Further changes to the 2024 preferred draft alignment will be considered as the Project develops.
4.13.8	Concern about the impact of the Project on Wormingford Airfield / Suggestion that the Project is routed away from Wormingford Airfield.	National Grid has appointed an independent aviation consultancy which has engaged (with National Grid also present) with Wormingford Airfield. Following this and further assessment it has been determined, with the Project as currently proposed, that the airfield can continue to operate. We will continue to engage with nearby airfields as appropriate throughout the project development process.
Area of Outstanding Natural Beauty (AONB)		
4.13.9	Comment supportive of use of underground cables through the Area of Outstanding Natural Beauty (AONB).	National Grid notes the respondent's feedback.
4.13.10	Concern about the impact of the Project on the Area of	The relevant National Policy Statement (NPS) is EN-5 which makes it clear that the Government considers overhead lines to be appropriate and acceptable in most instances, although it recognises that that there may be, at particularly

Ref no.	Summary of matters raised	National Grid's response
	Outstanding Natural Beauty (AONB) (generally).	sensitive locations, potential adverse landscape and visual impacts of overhead line infrastructure that make it inconsistent with our duties and relevant planning policy. The Area of Outstanding Natural Beauty (AONB) designation is one such location where there is a presumption that underground cable technology is adopted, with the extent of underground cabling extending beyond the boundary in response to the potential for the Project to unacceptably affect the natural beauty of the AONB. National Grid's 2024 preferred draft alignment includes a total of approximately 20 km of underground cable through and in the vicinity of the Dedham Vale AONB, including a section at Great Horkesley to reduce the changes in views and setting of the AONB from within and adjacent to its designated boundary. We will continue to consider both landscape character and visual amenity as we develop our proposals for both the overhead line elements and underground cables and seek to reduce effects on the AONB. Projects of this nature are required to assess the potential environmental impacts of the proposals, and report on those, and set out proposed mitigation, in an Environmental Statement (ES) in accordance with the relevant Environmental Impact Assessment (EIA) Regulations. The EIA starts early in the process and, in that respect, a considerable amount of assessment work has been undertaken to allow preliminary judgements to be made about the design and routeing of the Project. This has been set out in various publications (The Corridor and Preliminary Routeing and Siting Study (CPRSS), published as part of the 2022 non-statutory consultation, the Design Development Report, 2022 Non-Statutory Consultation Feedback Report and Strategic Options Backcheck and Review, published as part of the 2023 non-statutory consultation) with feedback helping shape the preliminary proposals. Further detailed assessment work has been undertaken since the 2023 non-statutory consultation and is published in the Preliminary Environmental Information Report (PEIR) to accompany the statutory consultation stage of the Project. National Grid will be writing up its Landscape and Visual Impact Assessment (LVIA) that will, in addition to other topic specific assessments, form the latter part of the EIA for the Project. This will include an assessment of the Project, including both the overhead elements of the Project and the underground cabling, on landscape character and visual amenity and on the AONB and its special qualities. Where likely significant effects are anticipated the LVIA will consider and identify areas where it may be necessary and appropriate to put forward potential mitigation as part of an iterative design and assessment process.
4.13.11	Concern about the use of underground cables in the Area of Outstanding Natural Beauty (AONB).	The relevant National Policy Statement (NPS) is EN-5 which makes it clear that the Government considers overhead lines to be appropriate and acceptable in most instances, although it recognises that that there may be, at particularly sensitive locations, potential adverse landscape and visual impacts of overhead line infrastructure that make it inconsistent with our duties and relevant planning policy. The Area of Outstanding Natural Beauty (AONB) designation is one such location where there is a presumption that underground cable technology is adopted, with the extent of underground cabling extending beyond the boundary in response to the potential for the Project to unacceptably affect the natural beauty of the AONB. National Grid's 2024 preferred draft alignment includes a total of approximately 20 km of underground cable through and in the vicinity of the Dedham Vale AONB, including a section at Great Horkesley to reduce the changes in views and setting of the AONB from within and adjacent to its designated boundary. The installation of underground cabling would broadly adopt the following process: initially, the removal and storage of topsoil of a width sufficient to allow for construction machinery and the digging of the trenching required for

Ref no.	Summary of matters raised	National Grid's response
		underground cabling. The underground cables would then be laid in the trench, soils would be backfilled, and hedgerows and shrubs reinstated where practicable. At this point, an appropriate grass seed mixture would be sown to encourage regrowth. In some locations trenchless techniques are expected to be adopted to reduce effects. Further detail will be published as part of the 2024 statutory consultation. It is anticipated that after a period of time following completion of the construction of the underground cabling, and replanting of hedgerows and vegetation there would be minimal visibility of the works at ground level. The Preliminary Environment Information Report (PEIR) will report on anticipated effects. Ongoing iterative design and assessment will continue and, with feedback, will inform the identification of appropriate mitigation. We will continue to consider both landscape character and visual amenity as we develop our proposals for the underground cabling. Projects of this nature are required to assess the potential environmental impacts of the proposals, and report on those, and set out proposed mitigation, in an Environmental Statement (ES) in accordance with the relevant Environmental Impact Assessment (EIA) Regulations. The EIA starts early in the process and, in that respect, a considerable amount of assessment work has been undertaken to allow preliminary judgements to be made about the design and routeing of the Project. This has been set out in various publications (The Corridor and Preliminary Routeing and Siting Study (CPRSS), published as part of the 2022 non-statutory consultation, the Design Development Report, 2022 Non-Statutory Consultation Feedback Report and Strategic Options Backcheck and Review, published as part of the 2023 non-statutory consultation) with feedback helping shape the preliminary proposals. Further detailed assessment work has been undertaken since the 2023 non-statutory consultation and is published in the PEIR to accompany the statutory consultation stage of the Project. National Grid will be writing up its Landscape and Visual Impact Assessment (LVIA) that will, in addition to other topic specific assessments, form the latter part of the EIA for the Project. This will include a write-up of an assessment of the Project, including the underground cabling, on landscape character and visual amenity and on the AONB and its special qualities. Where likely significant effects are anticipated the LVIA will consider and identify areas where it may be necessary and appropriate to put forward potential mitigation as part of an iterative design and assessment process. Mitigation may include screening at particular locations to reduce a change in views of the Project or to better integrate infrastructure into the wider landscape.
4.13.12	Concern about the visual impact of overhead lines on the Area of Outstanding Natural Beauty (AONB) / the Project will be seen from the AONB.	The relevant National Policy Statement (NPS) is EN-5 which makes it clear that the Government considers overhead lines to be appropriate and acceptable in most instances, although it recognises that that there may be, at particularly sensitive locations, potential adverse landscape and visual impacts of overhead line infrastructure that make it inconsistent with our duties and relevant planning policy. The Area of Outstanding Natural Beauty (AONB) designation is one such location where there is a presumption that underground cable technology is adopted, with the extent of underground cabling extending beyond the boundary in response to the potential for the Project to unacceptably affect the natural beauty of the AONB. National Grid's 2024 preferred draft alignment includes a total of approximately 20 km of underground cable through and in the vicinity of the Dedham Vale AONB, including a section at Great Horkesley to reduce the changes in views and setting of the AONB from within and adjacent to its designated boundary. Projects of this nature are required to assess the potential environmental impacts of the proposals, and report on those, and set out proposed mitigation, in an Environmental Statement (ES) in accordance with the relevant

Ref no.	Summary of matters raised	National Grid's response
		Environmental Impact Assessment (EIA) Regulations. The EIA starts early in the process and, in that respect, a considerable amount of assessment work has been undertaken to allow preliminary judgements to be made about the design and routeing of the Project. This has been set out in various publications (The Corridor and Preliminary Routeing and Siting Study (CPRSS), published as part of the 2022 non-statutory consultation, the Design Development Report, 2022 Non-Statutory Consultation Feedback Report and Strategic Options Backcheck and Review, published as part of the 2023 non-statutory consultation) with feedback helping shape the preliminary proposals. Further detailed assessment work has been undertaken since the 2023 non-statutory consultation and is published in the Preliminary Environmental Information Report (PEIR) to accompany the statutory consultation stage of the Project. National Grid will be writing up its Landscape and Visual Impact Assessment (LVIA) that will, in addition to other topic specific assessments, form the latter part of the EIA for the Project. This will include a write-up of an assessment on both landscape character and visual amenity. Where likely significant effects are anticipated the LVIA will consider and identify areas where it may be necessary and appropriate to put forward potential mitigation as part of an iterative design and assessment process.
4.13.13	Criticism of routeing the Project through Dedham Vale Area of Outstanding Natural Beauty (AONB).	The Corridor and Preliminary Routeing and Siting Study (CPRSS) published as part of our 2022 non-statutory consultation considered alternatives that avoid routeing through the Dedham Vale Area of Outstanding Natural Beauty (AONB). On balance, these were less preferred as they would be longer and therefore lead to effects over a much greater length to other receptors at greater cost than the route through the AONB. Undergrounding through the AONB is consistent with National Policy Statement (NPS) EN-5. The siting of Cable Sealing End (CSE) compounds (the transition sites between the overhead line and underground cable) has identified locations to reduce effects on the designation and consider the use of trenchless techniques – subject to ground conditions – to reduce certain construction effects.
Community / Social Impact		
4.13.14	Comment supportive of the additional change from overhead lines to underground cables from at the south bound spur from the Dedham Vale Area of Outstanding Natural Beauty (AONB) to the East Anglia Connection Node (EACN) substation.	National Grid notes the respondent's feedback.
4.13.15	Concern about disruption generally (no details given).	National Grid is completing the Environmental Impact Assessment (EIA) for the Project. The results of this assessment will be provided in the Environmental Statement (ES) that will accompany the Development Consent Order (DCO) application. The ES will identify and assess the likely significant effects on the environment resulting from the construction of the Project and will recommend appropriate mitigation measures (in consultation with relevant stakeholders) to reduce potential effects.

Ref no.	Summary of matters raised	National Grid's response
		Should consent be granted in 2026, it is anticipated that access and construction of the Project would commence in 2027, starting with enabling workings including site clearance activities, the installation of construction compounds and access roads. It is expected the main construction works will continue through to 2031. While the phasing of the construction programme is yet to be confirmed, it will be programmed and sequenced to reduce disruption to the local surroundings and the environment, residents, businesses and roads users as far as practicable. Further information will be presented in the ES. An Outline Code of Construction Practice (CoCP) and an Outline Construction Traffic Management Plan (CTMP) will be prepared and submitted with the DCO application. These documents will provide commitments to reduce construction impacts together with a framework for detailed management plans to be prepared at detailed design stage in order to reduce and mitigate potential impacts and / or disruptions that may arise during the construction phase.
4.13.16	Concern about the impact of the Project on children / families / residents / communities.	National Grid recognises people may have concerns about the potential impacts of living close to an overhead line, and that the uncertainty whilst the proposals are developed may cause anxiety. We have sought to reduce potential effects on communities, residents – including children - through routeing and design. We have also sought to reduce concern or uncertainty about the proposals through making timely design decisions and engaging with people and stakeholders throughout the development of the Project. The Project team will continue to engage with people potentially affected during the development of the Project, through regular communication including letters, phone calls and meetings. This will enable concerns to be raised and discussed at an early opportunity and provide a regular point of contact to respond to queries and concerns. We urge anyone with concerns to get in touch through the Norwich to Tilbury Freephone number, address or email throughout the development of the Project: • **Call our Community Helpline:** 0800 915 2497 (Lines are open Monday to Friday 9am-5:30pm) • **Email us:** contact@n-t.nationalgrid.com • **Write to us:** FREEPOST N TO T (No stamp or further address details are required) National Grid wants to leave a lasting positive impact where we build our projects, to help those areas and communities thrive and to support a sustainable future. Our Responsible Business Charter sets out our commitments and ensures that responsibility is woven through everything we do. It focusses on five key areas where we believe we can really make a difference: the environment, our communities, our people, the economy, and our governance. In addition, the Government recently ran a consultation seeking views on how community benefits should be delivered for communities that host onshore electricity transmission infrastructure. We will continue to work with the Government and regulator as they define the details of these schemes emerging from the consultation and, once published, will work to understand what this means for our projects.
4.13.17	Concern about the impact of the Project on leisure.	National Grid has a duty under the Electricity Act 1989 to have regard to the desirability of (amongst other things) preserving natural beauty, and to do what it reasonably can to mitigate the associated effects of new infrastructure.

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		Through routeing and siting we have sought to avoid, as far as practicable, locations important for leisure and tourism. We will continue to consider these locations as we develop our proposals and seek to reduce effects, by implementing measures such as the use of underground cables in the areas of highest amenity value (Dedham Vale Area of Outstanding Natural Beauty (AONB)), and appropriately control construction related traffic movements during the construction phase to minimise disruption to local road users. Where impacts on leisure and tourism are identified, these will be presented within a Socio-economics, Recreation and Tourism assessment which is being written up and will form part of the Environmental Impact Assessment (EIA). As part of this assessment, a range of measures are being considered throughout the construction phase of the Project to minimise disruption on leisure and tourism. These include traffic management, signage and routeing measures. These will be identified within the Environmental Statement (ES), the Outline Code of Construction Practice (CoCP) and the Outline Construction Traffic Management Plan (CTMP).
4.13.18	Concern about the over development of the area (e.g., cumulative impact).	With regards to multiple developments impacting specific areas and / or receptors, planning applications for each development would be considered on their own merit by the relevant determining authorities. Any such application would be considered in accordance with planning policy and considerations, such as scale, suitability, and need. Where there is certainty of a development (such as a new residential development, an offshore wind farm and its associated onshore equipment etc) being constructed, and there is adequate information in the public domain to understand the impacts of that development on the receiving environment, these will be considered within the cumulative effects assessment of the Project. The cumulative effects assessment will follow the Planning Inspectorate's Advice Note 17 'Cumulative Effects Assessment' and will be presented in the Environmental Statement (ES). National Grid will continue to engage with other developers who are proposing development in proximity of the Project to understand their requirements.
4.13.19	Concern about the restriction of land use once underground cables are installed.	The land above underground cables can continue to be used for most activities. There are restrictions on planting of trees and deep-rooted vegetation over underground cable routes, however most other agricultural and recreational activities can continue. If you have any specific concerns, please contact the Project lands team: Norwich-Tilbury@fishergerman.co.uk or by calling us on Freephone 0808 175 3314. Alternatively, you can write to Norwich to Tilbury Land Team, Fisher German, The Atrium, Risby Business Park, Newmarket Road, Risby, Bury St Edmunds, IP28 6RD
4.13.20	Concern about the impact of the Project on an active dog kennels.	National Grid is publishing additional information about construction activities and land requirements at our 2024 statutory consultation and will consider, within the socio-economic assessment, the potential for effects on existing businesses. We will continue to make changes to the Project as we receive further feedback and as the Project develops. As well as possible effects on humans, possible effects of electric and magnetic fields (EMFs) on various animals have been studied a number of times. No proven effects of EMFs have been found in any species at levels below the guidelines. This is confirmed in National Policy Statement (NPS) EN-5 which states: *'There is little evidence that exposure of crops, farm animals or natural ecosystems to transmission line EMFs has any agriculturally significant*

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		consequences.'. Although dogs are not directly mentioned, there is no evidence to suggest they are any different to other animal. As well as the potential direct biological or health effects addressed above, indirect effects such as microshocks can occur as a result of electric fields. Microshocks are small spark discharges which are similar to a static shock after walking across a nylon carpet for example. The Project will be designed in accordance with the principles of the Government's Code of Practice *'Power Lines: Control of Microshocks and other indirect effects of public exposure to electric fields'* to ensure these are mitigated.
4.13.21	Concern about the impact of the Project on flooding at Little Bromley (e.g. damage to property / health and safety risk associated).	The Environmental Statement (ES) will include consideration of potential impacts on flood risk from all relevant sources, both temporary and permanent impacts, taking account of the effects of climate change over the Project's design life. A Flood Risk Assessment (FRA) will be produced to support the ES and submitted with the Development Consent Order (DCO) application. The FRA will describe the measures that will be put in place to manage construction and operational flood and land drainage impacts to ensure the development is safe from flooding over its lifetime and that off-site flood risk is not increased. These measures will be suitably secured in the application for development consent. At the East Anglia Connection Node (EACN) substation the proposed works are such that there would be very little change to the existing in terms of impermeable land cover, nevertheless the EACN substation design will include measures to capture and attenuate surface water runoff on the site prior to any discharge into the water environment.
4.13.22	Concern about the impact of the Project on the Ardleigh Neighbourhood Plan.	The relevant neighbourhood plans along the proposed route (including those produced by Ardleigh Parish Council) have all been identified along with other local and national planning policy. The Planning Statement, which will be submitted with the application for development consent, will set out how the Project has had regard to relevant planning policies, including those of emerging and adopted Neighbourhood Plans.
4.13.23	Concern about the impact of the Project on the Coggeshall Neighbourhood Plan.	The relevant neighbourhood plans along the proposed route (including those produced by Coggeshall Parish Council) have all been identified along with other local and national planning policy. The Planning Statement, which will be submitted with the application for development consent, will set out how the Project has had regard to relevant planning policies, including those of emerging and adopted Neighbourhood Plans.
4.13.24	Concern about the impact of the Project on the Sproughton Local Plan.	The relevant neighbourhood plans along the proposed route (including that covering Sproughton) have all been identified along with other local and national planning policy. The Planning Statement, which will be submitted with the application for development consent, will set out how the Project has had regard to relevant planning policies, including those of emerging and adopted Neighbourhood Plans.
4.13.25	Concern about the Project being in too close proximity to recently built housing developments / land being considered for potential future development.	National Grid has obtained information on development proposals within the planning system. In some cases development proposals can be amended to be designed around our proposed infrastructure but in other cases our proposals may need to be amended at a corridor level or proposed developments factored into our detailed route design. Based on known information, and in light of changes made following consideration of feedback to the 2023 non-statutory consultation, we consider our proposals are consistent with relevant policy and guidelines and the alignment designed such that they do not prevent proposed housing developments. UK law does not prescribe minimum distances between overhead lines and homes, but any implications on landscape and visual receptors, residential amenity or from concerns about electromagnetic fields are robustly assessed as part of the Environmental

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		Impact Assessment (EIA) and balanced as part of the decision making process. We will continue to review planning applications and engage with developers to back check and update our proposals as necessary.
4.13.26	Concern about the Project causing communities to become encircled by overhead lines.	The 2024 preferred draft alignment has been routed to achieve some separation from the existing 400 kV overhead line, such that villages are not encircled by overhead lines to both sides. Separation is inevitably reduced in certain locations due to the presence of constraints to routeing and environmental features. Detailed assessment reported in the Environmental Impact Assessment (EIA) will identify any measures considered to be necessary to reduce likely significant effects which will also consider the potential for effects potentially arising from close paralleling existing 132 kV overhead line and new 400 kV overhead line infrastructure.
4.13.27	Concern regarding the impact of the Project on the Gainsborough Line.	Crossing of rail lines by the overhead line as per the 2023 preferred draft alignment are designed to meet industry standards and National Grid technical specifications, guidelines and requirements. The pylon heights proposed are sufficient to maintain the relevant electrical clearances required (which vary, subject to what is being crossed).
4.13.28	Concern that Ardleigh will have pylons on three sides of the village (i.e., causing disruption during construction and having an electro-magnetic impact on the area).	National Grid is undertaking an Environmental Impact Assessment (EIA) which will assess potential construction impacts of the Project. The findings of potential construction impacts and mitigation measures will be contained in the Environmental Statement (ES) that will be submitted as part of the application for development consent. An Outline Code of Construction Practice (CoCP) would be prepared and submitted with the Development Consent Order (DCO) application. This document would provide a framework for detailed management plans to be prepared at detailed design stage in order to reduce and mitigate potential impacts and/or disruptions that may arise during the construction phase. In the UK, there are exposure limits in place to protect against electric and magnetic field (EMF) exposure. These exposure limits have been set by an independent authoritative scientific body who carefully review all science around magnetic fields and health. After decades of research into EMF and health there are no established health effects below the exposure limits. We will ensure that all overhead lines comply with those exposure limits, which will be publicly available as part of the DCO process.
4.13.29	Concern that the East Anglia Connection Node (EACN) substation will increase flooding risk to residences in Little Bromley.	National Grid has sought to and will continue to seek to reduce the impact on areas prone to flooding through the routeing and siting exercise and will continue to refine the potential interactions through careful siting of infrastructure and pylons outside of flood zones where practicable. The Environmental Impact Assessment (EIA) will include consideration of potential impacts on flood risk from all relevant sources, both temporary and permanent impacts, taking account of the effects of climate change over the Project's design life. A Flood Risk Assessment (FRA) will be produced to support the Environmental Statement (ES) and submitted with the Development Consent Order (DCO) application. The FRA will describe the measures that will be put in place to manage construction and operational flood and land drainage impacts to ensure the development is safe from flooding over its lifetime and that off-site flood risk is not increased. These measures will be suitably secured in the DCO application. At the East Anglia Connection Node (EACN) substation the proposed works are such that there would be very little change to the existing in terms of impermeable land cover, nevertheless the EACN substation design will include measures to capture and attenuate surface water runoff on the site prior to any discharge into the water environment.

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4.13.30	Concern that the Project will increase flooding risk to residences in Stratford St Mary (where there is an existing flood bank).	A Flood Risk Assessment (FRA) will be prepared as part of the application for development consent. The assessment will be scoped in consultation with key flood risk management authorities and demonstrate how flood risk will be managed during construction and operation of the Project, describing the measures that will be put in place to ensure no increase to flood risk, which is a key requirement of the National Policy Statement (NPS) for Energy Infrastructure. Where the Project crosses existing flood defence infrastructure, key crossing design principles will be agreed with the Environment Agency/Lead Local Flood Authority as applicable, and monitoring would be undertaken during construction of the crossing to ensure that the integrity of flood defences is maintained.
4.13.31	Concern that the village of Aldham will be divided by the Project.	The 2023 preferred draft alignment is routed through available space between properties with what appears to be the main village to the north. Some isolated/clusters of properties may have an Aldham address and may be separated from the main village by the 2023 preferred draft alignment but alternative routes for the onward connection to Tilbury lead to greater effects as described in the 2022 Corridor and Preliminary Routeing and Siting Study (CPRSS) and the 2023 Design Development Report (DDR). Therefore, no change to the 2023 preferred draft alignment is currently proposed but we will continue to make changes to the 2024 preferred draft alignment where practicable as we receive further feedback and as the Project develops.
4.13.32	Concerned that the Project will have a negative impact on domestic horses / equestrian activities.	As well as possible effects on humans, possible effects of Electric and Magnetic Fields (EMFs) on various animals have been studied a number of times. No proven effects of EMFs have been found in any species at levels below the guidelines. This is confirmed in National Policy Statement (NPS) EN-5 which states: *'There is little evidence that exposure of crops, farm animals or natural ecosystems to transmission line EMFs has any agriculturally significant consequences.'.* Although horses are not directly mentioned, there is no evidence to suggest they are any different to farm animals. As well as the possible direct biological or health effects addressed above, indirect effects such as microshocks can occur as a result of electric fields. Microshocks are small spark discharges which are similar to a static shock after walking across a nylon carpet for example. The Project will be designed in accordance with the principles of the Government's Code of Practice *'Power Lines: Control of Microshocks and other indirect effects of public exposure to electric fields'* to ensure these are mitigated, with particular focus on equestrian activities.
4.13.33	Criticism that the Project contradicts the Boxted Neighbourhood Plan.	The relevant neighbourhood plans along the proposed route (including those produced by Boxted Parish Council) have all been identified along with other local and national planning policy. The Planning Statement, which will be submitted with the application for development consent, will set out how the Project has had regard to relevant planning policies, including those of emerging and adopted Neighbourhood Plans.
4.13.34	In addition to being visible within the Area of Outstanding Natural Beauty (AONB), pylons and gantries TB001-TB035 provide a backdrop to ALL vehicular access to the centre and east of the AONB. Those visiting the AONB will	National Grid's 2024 preferred draft alignment includes a total of approximately 20 km of underground cable through and in the vicinity of the Dedham Vale Area of Outstanding Natural Beauty (AONB), including a section at Great Horkesley to reduce the changes in views and setting of the AONB from within and adjacent to its designated boundary. The TB route (TB001 – TB035) is approximately 1.5 km to 2.5 km away from the AONB. People travelling along roads and under the Project would therefore be travelling for those range of distances and past other features before entering the AONB. In landscape and visual terms this would not be considered a driver for consideration of undergrounding in this section.

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	pass between 'arches of pylons' situated left and right of the roads and will be beneath dual-circuit 400 kV cables as they drive in.	Projects of this nature are required to assess the potential environmental impacts of the proposals, and report on those, and set out proposed mitigation, in an Environmental Statement (ES) in accordance with the relevant Environmental Impact Assessment (EIA) Regulations. The EIA starts early in the process and, in that respect, a considerable amount of assessment work has been undertaken to allow preliminary judgements to be made about the design and routeing of the Project. This has been set out in various publications (The Corridor and Preliminary Routeing and Siting Study (CPRSS), published as part of the 2022 non-statutory consultation, the Design Development Report, 2022 Non-Statutory Consultation Feedback Report and Strategic Options Backcheck and Review, published as part of the 2023 non-statutory consultation) with feedback helping shape the preliminary proposals. Further detailed assessment work has been undertaken since the 2023 non-statutory consultation and is published in the Preliminary Environmental Information Report (PEIR) to accompany the statutory consultation stage of the Project. National Grid will be writing up its Landscape and Visual Impact Assessment (LVIA) that will, in addition to other topic specific assessments, form the latter part of the EIA for the Project. This will include a write-up of an assessment on both landscape character and visual amenity. Where likely significant effects are anticipated the LVIA will consider and identify areas where it may be necessary and appropriate to put forward potential mitigation as part of an iterative design and assessment process.
4.13.35	Requests community benefits for Colchester and the local area be part of the Project such as environmental fund, direct household energy subsidies, funding for community energy schemes, training and skills investment, compensation for losses to rural recreation and lost income for tourism enterprises (skills training and employment opportunities in the energy sector should be made available to develop a direct link between those adversely affected by the Project and employment benefits flowing from the scheme and related renewable projects).	National Grid knows that our responsibility as a business goes beyond safely building new energy infrastructure to enable a cleaner, fairer, and affordable future. We want to leave a lasting positive impact where we build our projects, to help those areas and communities thrive and to support a sustainable future. Our Responsible Business Charter sets out our commitments and ensures that responsibility is woven through everything we do. It focusses on five key areas where we believe we can really make a difference: the environment, our communities, our people, the economy, and our governance. We are working with stakeholders and communities to understand what is important to them and will endeavour to deliver initiatives in the region to support those priorities. There are four key areas where we believe we can bring benefit to those who are hosting the infrastructure that supports the green energy transition: • Natural Environment – we will build partnerships with environmental groups and non-governmental organisations (NGOs) where we can support initiatives that enhance the landscape, biodiversity, and availability of green space within the areas we are constructing our projects; • Net Zero – we will help to support the region in achieving its own net zero priorities; • Skills and Employment – we are extending our Grid for Good programme, and building other partnerships, to deliver training and skills development in the region, to encourage the next generation of green energy workers; and • Community Grant Programme – when projects are in construction, through our Community Grant Programme, charities and not- for- profit organisations can apply for a grant towards community-based initiatives that deliver social, economic, and environmental benefits. In addition, the government recently ran a consultation seeking views on how community benefits should be delivered for communities that host onshore electricity transmission infrastructure. We will continue to work with the

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		government and regulator as they define the details of these schemes emerging from the consultation and once published, will work to understand what this means for our projects.
Construction Impacts		
4.13.36	Concern about damage to listed building and queries regarding damage mitigation and compensation.	The Historic Environment Assessment that will form part of the Environmental Impact Assessment (EIA) for the Project will consider construction phase impacts to heritage assets, whether occurring due to direct impacts or indirectly such as through vibration or ground movement. Construction working practices will be secured through the Development Consent Order (DCO) to ensure accidental damage does not occur. This may take the form of pre-construction condition surveys of listed buildings and monitoring during construction.
4.13.37	Concern about disruption from construction.	National Grid is undertaking an Environmental Impact Assessment (EIA) for the Project. The results of this assessment will be provided in the Environmental Statement (ES) that will accompany the Development Consent Order (DCO) application. The ES will identify and assess the likely significant effects on the environment resulting from the construction of the Project and will recommend appropriate mitigation measures (in consultation with relevant stakeholders) to reduce potential effects. Should consent be granted in 2026, it is anticipated that access and construction of the Project would commence in 2027, starting with enabling workings including site clearance activities, the installation of construction compounds and access roads. It is expected the main construction works will continue through to 2031. While the phasing of the construction programme is yet to be confirmed, it will be programmed and sequenced to reduce disruption to the local surroundings and the environment, residents, businesses and roads users as far as practicable. Further information will be presented in the ES. An Outline Code of Construction Practice (CoCP) and an Outline Construction Traffic Management Plan (CTMP) will be prepared and submitted with the DCO application. These documents will provide commitments to reduce construction impacts together with a framework for detailed management plans to be prepared at detailed design stage in order to reduce and mitigate potential impacts and / or disruptions that may arise during the construction phase.
4.13.38	Concern about the impact on traffic levels in local area caused by construction works (e.g. construction traffic travelling along local roads, road closures, etc).	National Grid will work closely with the relevant authorities and their highways teams to understand and gain information on the local road network. This information will be used to inform and guide the drafting of the Outline Construction Traffic Management Plan (CTMP) for the Project. The Outline CTMP will define the local road network to be used for construction traffic movements, highlight any restrictions to such movement and if required control working patterns and timings to ensure impacts to other road users from construction traffic related to the Project is minimised as far as practicable.
4.13.39	Concern about noise and other disturbances resulting from construction (e.g. mud on roads, dust).	National Grid is undertaking an Environmental Impact Assessment (EIA) for the Project. The results of this assessment, which covers noise and other potential effects such as air quality, will be provided in the Environmental Statement (ES) that will accompany the Development Consent Order (DCO) application. The ES will identify and assess the likely significant effects on the environment resulting from the construction of the Project and will recommend appropriate mitigation measures (in consultation with relevant stakeholders) to reduce potential effects.

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		We will be writing up our noise and vibration assessment that will form part of the EIA. Noise levels and the effect on residential properties as well as other sensitive areas, such as hospitals and schools are carefully considered during Project development, assessed according to the appropriate UK standards, and mitigated where necessary. We set strict technical standards for the equipment we install on our network. These standards include requirements to ensure the occurrence of audible noise is eliminated or minimised as far as practicable. Therefore, with appropriate mitigation, significant adverse effects from noise are not expected. As part of the DCO application, an Outline Code of Construction Practice (CoCP) and Outline Construction Traffic Management Plan (CTMP) will be submitted which will outline the good practice and standard control measures to reduce and mitigate potential impacts and / or disruptions that may arise during the construction phase. Many of the control measures will be based on the results from a Dust Risk Assessment (undertaken in accordance with Institute of Air Quality Management (IAQM) guidance) and will likely include wheel washing of vehicles and the correct and tidy management of works areas to reduce, as far as practicable, dust and mud entering the local road network in the form of 'track-out'.
4.13.40	Concern about the impact of access routes for the Project on the A120 at Marks Tey (which is already at capacity).	National Grid will work closely with the relevant authorities and their highways teams to understand and gain information on the local road network. This information will be used to inform and guide the drafting of the Outline Construction Traffic Management Plan (CTMP) for the Project. The Outline CTMP will define the local road network to be used for construction traffic movements, highlight any restrictions to such movement and if required, control working patterns and timings to ensure impacts to other road users from construction traffic related to the Project is reduced as far as practicable. We are undertaking an Environmental Impact Assessment (EIA) for the Project. The results of this assessment will be provided in the Environmental Statement (ES) that will accompany the Development Consent Order (DCO) application. The ES will identify and assess the likely significant effects on the environment resulting from the construction of the Project and will recommend appropriate mitigation measures (in consultation with relevant stakeholders) to reduce potential effects. A Transport Assessment (TA) is being prepared as part of the ES and submitted with the DCO application following discussions with the relevant highway authority. This document will provide a detailed assessment of the traffic related impacts associated with the increase in traffic as a result of the Project along the local road network, and the connections to key junctions with the Strategic Road Network like the A120.
4.13.41	Concern about the impact of construction on risk of flooding and the water table within vicinity of Ardleigh Road and Grange Road.	A Flood Risk Assessment (FRA) is being prepared for the Development Consent Order (DCO) application. The assessment methodology will be discussed in consultation with key flood risk management authorities and will demonstrate how flood risk will be managed during construction and operation of the Project. The measures that will be put in place to ensure no increase in flood risk will be described and secured through Project commitments. The Environmental Impact Assessment (EIA) will also include an assessment within the Contaminated Land, Geology and Hydrogeology chapter, which will identify any potential impacts on groundwater (including groundwater level) and introduce any mitigation, as required, to ensure there are no significant impacts to the water table.

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4.13.42	Concern over closure of the B1068 for undergrounding works (its impact on residents travelling the A12).	All highway crossings will be suitably assessed, and the method of underground cable installation will be determined while considering a number of key factors. Further details of preferred underground cable installation methods and their locations will be available as part of the 2024 statutory consultation design documentation. Currently the crossing of the B1068 is proposed to be by means of open trench installation. When undertaking such a highway crossing, National Grid aims to keep disturbance to a minimum by optimising the programme within the roadway. With regards to how the works would be undertaken across the highway the methodology of traffic management will be determined by assessment of the works versus the road / location characteristics such as the physical width, type of use, rate of use, etc. By undertaking such assessment, we can determine the need for traffic management or road closures as follows: • for roads that are wide enough for the works to be undertaken in two parts, it is anticipated that traffic management, such as two-way traffic lights or similar will be used to control the flow of traffic past the works; and • for roads that are too narrow to allow traffic to pass while works are undertaken, the road is likely to be closed during construction with a diversion. We will discuss our interactions with the highways with the relevant highway authority and will be consulting on our access routeing and construction methods during the 2024 statutory consultation including typical arrangements for traffic management, this will be presented in the Construction Traffic Management Plan (CTMP).
4.13.43	Concern that construction of underground cables for the Project will cut off access to the village of Raydon if works coincide with construction of the New Water Main Network (with a trench cut through the main access road to the north by Anglia Water and to the south by National Grid).	When planning access routes and during construction, National Grid will coordinate with all relevant stakeholders in the area, including third party asset owners and the local and national highways authorities. While the details of access arrangements vary depending on circumstance, we would not anticipate access to Raydon being cut off during the works.
4.13.44	Concern that local road infrastructure is not suitable for heavy construction vehicles and machinery.	Construction access, egress and associated traffic routes are being considered and discussed with the appropriate local and national highways authorities. The detailed proposals will be consulted on during the 2024 statutory consultation.
4.13.45	Concern that the A134 will be closed as part of the Project / Request that closing the A134 is avoided.	All highway crossings will be suitably assessed, and the method of underground cable installation will be determined while considering a number of key factors. Further details of preferred underground cable installation methods and their locations will be available as part of the 2024 statutory consultation design documentation. Currently the crossing of the A134 is proposed to be by means of open trench installation. When undertaking such a highway crossing, National Grid aim to keep disturbance to a minimum by optimising the programme within the roadway.

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		With regards to how the works would be undertaken across the highway the methodology of traffic management will be determined by assessment of the works versus the road / location characteristics such as the physical width, type of use, rate of use, etc. By undertaking such assessment, we can determine the need for traffic management or road closures as follows: • for roads that are wide enough for the works to be undertaken in two parts, it is anticipated that traffic management, such as two-way traffic lights or similar will be used to control the flow of traffic past the works; and • for roads that are too narrow to allow traffic to pass while works are undertaken, the road is likely to be closed during construction with a diversion. We will discuss our interactions with the highways with the relevant highway authority and will be consulting on our access routeing and construction methods during the 2024 statutory consultation including typical arrangements for traffic management, this will be presented in the Construction Traffic Management Plan (CTMP).
4.13.46	Suggest screening and mitigation measures for construction impacts.	National Grid will implement standard mitigation measures to reduce construction impacts and these will be outlined in the Outline Construction Traffic Management Plan (CTMP) and Outline Code of Construction Practice (CoCP).
4.13.47	Suggest that construction vehicles avoid using Foxes Lane (COLELANE10) as this is a Protected Lane.	National Grid does not consider that the presence of Protected Lanes or cycle routes is a barrier to routeing. The potential effects of their use for construction access are noted and will inform the access arrangements proposed in the 2024 statutory consultation. Construction access, egress and associated traffic routes are being considered and discussed with the appropriate local and national highways authorities. The detailed proposals will be consulted on during the 2024 statutory consultation. Projects of this nature are required to assess the potential environmental impacts of the proposals, and report on those, and set out proposed mitigation, in an Environmental Statement (ES) in accordance with the relevant Environmental Impact Assessment (EIA) Regulations. The EIA starts early in the process and, in that respect, a considerable amount of assessment work has been undertaken to allow preliminary judgements to be made about the design and routeing of the Project. This has been set out in various publications (The Corridor and Preliminary Routeing and Siting Study (CPRSS), published as part of the 2022 non-statutory consultation, the Design Development Report, 2022 Non-Statutory Consultation Feedback Report and Strategic Options Backcheck and Review, published as part of the 2023 non-statutory consultation) with feedback helping shape the preliminary proposals. Further detailed assessment work has been undertaken since the 2023 non-statutory consultation and is published in the Preliminary Environmental Information Report (PEIR) to accompany the statutory consultation stage of the Project. National Grid will be writing up its Historic Environment Assessment and Landscape and Visual Impact Assessment (LVIA) that will, in addition to other topic specific assessments, form the latter part of the EIA for the Project. The Historic Environment Assessment will consider historic routeways including designated Protected Lanes and other historic routes identified through historic mapping or through Historic Environment Records. The LVIA will consider impacts on landscape character and visual amenity. The assessment of effects on landscape character will include consideration of effects on Protected Lanes. Where likely significant effects are anticipated the

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		LVIA will consider and identify areas where it may be necessary and appropriate to put forward potential mitigation as part of an iterative design and assessment process.
4.13.48	Suggest that National Grid and Anglia Water coordinate construction of the Project and the New Water Main Network (e.g. construction traffic, storage of materials, manoeuvring and removal of waste and spoil) so that destruction is minimised.	Using the same trench or paralleling to the same trench as other utilities is not appropriate in this instance due to a number of factors, the key one being that the assets are starting and ending in different locations so the routeing would not be appropriate for one or another project. Another key contributing factor is the size of working corridor required for 400 kV underground cables to be installed, compared to the size of the Anglian Water proposal. Noting these factors, the ability for the two projects to route around environmental constraints is likely to be greater in isolation than combining both Project works into one wider corridor.
Consultation		
4.13.49	Comment supportive of the Project (generally).	National Grid notes the respondent's feedback.
4.13.50	Concern that there were only two consultation events around north Colchester.	National Grid tried to make sure the consultation was accessible for local communities and held 12 public consultation events along the route of the 2023 preferred draft alignment, including at least one in each local authority area. We had to balance a number of factors when booking the consultation venues, including availability and selecting larger venues along the route to ensure everyone who wanted to attend could be accommodated. We also held a series of online webinars which provided further opportunities for people to find out the same information and ask questions.
4.13.51	Criticism of calling the substation a *'Connection Node'* (e.g. the name is misleading).	National Grid notes the respondent's feedback and will consider how to describe the East Anglia Connection Node (EACN) substation in future consultations.
4.13.52	Criticism that a consultation event was not held in Chattisham, that changes from the 2022 preferred draft corridor in this locality have not been highlighted, and that changes made to the Project in neighbouring areas to Chattisham are unfair / Suggest consultation event in Chattisham.	National Grid tried to make sure the 2023 non-statutory consultation was accessible for local communities and held 12 public consultation events along the 2023 preferred draft alignment, including at least one in each local authority area. We had to balance a number of factors when booking the consultation venues, including availability and selecting larger venues along the route to ensure everyone who wanted to attend could be accommodated. We also held a series of online webinars which provided further opportunities for people to find out the same information and ask questions. With regards to the changes at Chattisham, these were highlighted as part of a wider change labelled *'South of Bramford'* at consultation, with more detail contained within the Design Development Report (DDR) published at the 2023 non-statutory consultation.

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4.13.53	Criticism that National Grid have use the windfarms and Tarchon Interconnector as a justification for the location of the substation.	National Grid has a duty to implement necessary works to achieve connections that have been offered to customers through the appropriate process. The offers made were for a new connection node substation. We have identified the most economic and efficient way to achieve this is as part of the wider reinforcement of the network. Analysis set out in the Corridor and Preliminary Routeing and Siting Study (CPRSS) published as part of the 2022 non-statutory consultation and in the Design Development Report (DDR) published as part of the 2023 non-statutory consultation explain the basis for the proposed location of the East Anglia Connection Node (EACN) substation and alternatives that were considered but less preferred. Together these form the Norwich to Tilbury Project. As such we remain of the view that the EACN substation is appropriately justified. On this basis no change is currently proposed but we will continue to make changes to the 2024 preferred draft alignment where practicable as we receive further feedback and as the Project develops.
4.13.54	Criticism that the Strategic Options Backcheck and Review (SOBR) and the Design Development Report (DDR) did not include Little Wenham (and associated heritage assets) as a significant receptor to the Project.	The Strategic Options Backcheck and Review (SOBR) considers the general principles of connection alternatives leaving consideration of specific features for more detailed routeing and siting stages of the development process. The work reported in the Design Development Report (DDR) published as part of the 2023 non-statutory consultation did have input from heritage specialists and took into consideration the potential effects on the heritage assets at Little Wenham. This is noted for example at paragraph 5.5.78 but would also advise that the DDR was not intended to identify every feature that was an influencing factor in the preferred draft alignment. We would also note that feedback from the 2023 non-statutory consultation has been considered and led to a proposed change to this alignment which moves it further from Little Wenham and reduces the potential for effects on the heritage assets.
4.13.55	Criticism that there were no consultation events scheduled in Ardleigh and suggestion that an event be held here in future.	National Grid tried to make sure the consultation was accessible for local communities and held 12 public consultation events along the 2023 preferred draft alignment, including at least one in each local authority area. We had to balance a number of factors when booking the consultation venues, including availability and selecting larger venues along the route to ensure everyone who wanted to attend could be accommodated. We also held a series of online webinars which provided further opportunities for people to find out the same information and ask questions.
4.13.56	Suggest that National Grid must contact Fordham Local History Society and Colchester Archaeological Group to be made aware of archaeology in this area and agree upon changes to proposed routeing between TB047 and TB052 to avoid and protect these sites.	National Grid will present its 2024 preferred draft alignment at the 2024 statutory consultation. This will respond, balancing any evidence about various features to be avoided and effects reduced. Fordham Local History Society and Colchester Archaeological Group have been added to our stakeholder database and will be contacted at the start of the next consultation and invited to respond.
4.13.57	Suggests that any compounds located close to residential	National Grid will present its 2024 preferred draft alignment at the 2024 statutory consultation, at which residents and Parish Councils will be able to respond.

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	property (including as may be necessary at the 'Great Horkesley pinch point') should be agreed with residents and the Parish Council.	
Design Change		
4.13.58	Concern that the location of the proposed substation near Ardleigh will result in further properties to be compulsorily purchased (due to need to connect other windfarms to the substation).	These matters are not within the control of National Grid. The Electricity System Operator (ESO) has responsibility for confirming which customers can connect to the National Transmission System and where such connections are to be made. The siting of individual customer substations and process of acquiring land is a matter for the individual third party customers.
4.13.59	Concern that pylon JC030 is too far on a bend.	National Grid has carefully considered the feedback received during the 2023 non-statutory consultation and has assessed a number of alternatives for the 2024 preferred draft alignment around Notley Enterprise Park. Following further assessment, we are proposing a change to the siting of the Cable Sealing End (CSE) compound to now position it to the north of Raydon Airfield, extending the underground cable length by 1.5 km. This change will move the 2023 preferred draft alignment from approximately JC026 to JC034 further north addressing the concern raised in the feedback. We will continue to make changes to the 2024 preferred draft alignment where practicable as we receive further feedback and as the Project develops.
4.13.60	Given that the Project through Langham Hall Estate crosses Level 3 flood risk land (wetland and water meadows), extremely light arable land (sandy loam on gravel) then mature woodland and finally fenced pasture with no suitable access roads, is National Grid (from experience) able to provide an estimate as to the duration of works on Langham Hall Estate?	Pending the Project Development Consent Order (DCO), National Grid is anticipating construction work would commence in early 2027 with energisation of the electrical circuits planned for completion 2030 and then the subsequent re-instatement works will commence. No location specific timescales can be provided at this stage of project development. While this is the overall construction duration it is not anticipated that physical construction activity in isolated locations would be experienced for the entirety of this period, with localised periods of activity throughout that time being more likely.
4.13.61	Oppose the location of the substation (near Ardleigh).	Identification of the appropriate site for the East Anglia Connection Node (EACN) substation considered a wide range of factors as set out in the Corridor and Preliminary Routeing and Siting Study (CPRSS) published as part of the 2022 non-statutory consultation. In response to feedback on the 2022 consultation, National Grid reviewed the

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		previous work and considered other locations as reported on in the Design Development Report (DDR) published as part of the 2023 non-statutory consultation. When considered with other factors, the proposed site for the EACN substation was identified to provide an appropriate balance. In the absence of new information our previous conclusions remain valid and other sites (greenfield and brownfield) remain less preferred compared with the site of the EACN substation for the reasons set out in the 2023 DDR. On this basis no change is currently proposed but we will continue to make changes to the 2024 preferred draft alignment where practicable as we receive further feedback and as the Project develops.
4.13.62	Oppose the split of the underground cables (from one 18 band line to two separate nine band lines) near Higham (e.g. if this was removed, it would minimise impact on residences).	National Grid has assessed the underground cable alignment in this area following feedback received at the 2023 non-statutory consultation. Feedback requested that the split in the underground cable was removed and an alignment further east was adopted. An alignment further east is not possible due to the presence of a gas pipeline constraining where the underground cable can be routed. Likewise adopting only the currently proposed eastern split in the underground cable corridor is not possible as there is not enough space in the corridor available for all of the 18 underground cables. We also assessed whether it would be possible to remove the split in the corridor and place all of the underground cables to the west, however routeing the entire underground cable corridor to the west would mean the underground cables would have to be routed through Source Protection Zone 1 and 2 (SPZ). Due to the risks associated with routeing through an SPZ this change has not currently been adopted. We will continue to make changes to the 2024 preferred draft alignment as we receive further feedback and as the Project develops.
4.13.63	Oppose the use of underground cables.	National Grid has carefully considered the feedback received during the 2022 and 2023 non-statutory consultations, the alternatives available, and other factors including our duties and obligations. These duties include balancing the need to be economic and efficient, which includes keeping costs down in the interests of the bill-paying consumers, with a duty to have regard to preserving amenity, which includes the natural environment, cultural heritage, landscape and visual quality, National Policy Statement (NPS) EN-5 makes clear that *'the Government's position that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or Areas of Outstanding Natural Beauty (AONBs))'.* The NPS also confirms that widespread and significant adverse landscape and/or visual impacts in other locations may also justify the use of undergrounding. We may also adopt underground cables in other circumstances such as to cross existing 400 kV overhead line infrastructure. Where the installation of underground cables is required in lieu of overhead lines, the design of the Project will incorporate suitable consideration of the existing environment, ecology and site ground conditions based on site specific survey data. This would mean the Project will be built with any required design and construction mitigation in place and returned back to its natural condition afterwards.
4.13.64	Oppose the use of underground cables at Notley Enterprise Park.	National Grid notes the respondent's feedback but is guided by policy (National Planning Statement (NPS) EN-5) in the determination of the appropriate technology. Given the proximity to and potential effects on the Area of Outstanding Natural Beauty (AONB), we conclude that the use of underground cable is the appropriate technology selection to address potential effects on the AONB, such as visual impacts.
4.13.65	Suggest a minimum distance that overhead lines should be	National Grid does not use standard minimum distances as a routeing consideration. Applying an arbitrary distance may be too big or too small for the specific circumstances. We utilise the Holford Rules (a description of the Holford

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	sited from residential areas / residences.	Rules can be found in Chapter 1 of this report) informed by feedback and professional judgement to define appropriate corridors and alignments that are consistent with the relevant policy framework and duties. In response to feedback to the 2023 non-statutory consultation, we have modified the draft alignment in various locations to increase separation to properties where this is possible without undue deviation or transfer of effects to other similar properties. Projects of this nature are required to assess the potential environmental impacts of the proposals, and report on those, and set out proposed mitigation, in an Environmental Statement (ES) in accordance with the relevant Environmental Impact Assessment (EIA) Regulations. The EIA starts early in the process and, in that respect, a considerable amount of assessment work has been undertaken to allow preliminary judgements to be made about the design and routeing of the Project. This has been set out in various publications (The Corridor and Preliminary Routeing and Siting Study (CPRSS), published as part of the 2022 non-statutory consultation, the Design Development Report, 2022 Non-Statutory Consultation Feedback Report and Strategic Options Backcheck and Review, published as part of the 2023 non-statutory consultation) with feedback helping shape the preliminary proposals. Further detailed assessment work has been undertaken since the 2023 non-statutory consultation and is published in the Preliminary Environmental Information Report (PEIR) to accompany the statutory consultation stage of the Project. National Grid will be writing up its Landscape and Visual Impact Assessment (LVIA) that will, in addition to other topic specific assessments, form the latter part of the EIA for the Project. This will include a write-up of an assessment on both landscape character and visual amenity. Where likely significant effects are anticipated the LVIA will consider and identify areas where it may be necessary and appropriate to put forward potential mitigation as part of an iterative design and assessment process. This may include measures at particular locations to reduce a change in views of the Project or to better integrate infrastructure into the wider landscape.
4.13.66	Suggest alternative route between pylons TB054 to TB060, so that the Project is routed away from Aldham village on a better trajectory that would be shielded by existing trees and follow a lower altitude and therefore reducing the impact on our village (plan provided by respondent).	These suggested alternative alignments pass to the east of Aldhamhall Wood and to the south of Aldham Hall. Whilst noting that they do reduce effects on residential amenity to residents on the eastern edge of Aldham (albeit such effects are not considered in isolation to be inconsistent with policy), the proposed alternatives increase effects on the substantially unscreened Grade II listed building at Chippetts Farmhouse. They are less direct and require more angle pylons and additional pylons compared with the 2023 preferred draft alignment so are considered less consistent with Holford Rules. Overall, the alternatives are less preferred for these reasons. National Grid has made some adjustments in response to feedback and other studies that have moved pylons TB054, TB055 and TB056 further from the residential properties at the edge of Aldham. We will continue to make changes to the 2024 preferred draft alignment where practicable as we receive further feedback and as the Project develops.
4.13.67	Suggest alternative route for the Project which would spur off from TB066 and then pass to the south of Upp Hall Farm.	The Design Development Report (DDR) published as part of the 2023 non-statutory consultation considered the alternative suggested but considered it less preferred because of greater effects on the Grade I Listed Little Tey Church and therefore would be less consistent with Holford Rule Two. Space between properties is also reduced between Salmon's Corner and Elm Farm, increasing residential amenity effects compared with the 2023 preferred draft alignment. For these reasons this alternative is less preferred and routeing to the north side of Upp Hall Farm has been retained within the 2024 draft alignment. The 2023 preferred draft alignment has however been slightly

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		modified from where it passes Upp Hall Farm and onwards to the south to respond to feedback to reduce oversail of a carp fishery (oversailed by the span between TB076 and TB077 in the 2023 preferred draft alignment and now adjacent to TB075 in the 2024 preferred draft alignment).We will continue to make changes to the 2024 preferred draft alignment where practicable as we receive further feedback and as the Project develops.
4.13.68	Suggest burying cable north of East Bergholt to Lawford.	The existing 132 kV overhead line from Bramford to Lawford routes, as an overhead line, through the Dedham Vale Area of Outstanding Natural Beauty (AONB). National Grid has previously considered this and other corridors through the AONB (including as underground cable through the AONB) but considered them less preferred to that within which the 2023 preferred draft alignment has been developed. The main reasons include greater effects on residential amenity, close routeing to the Flatford Mill complex of Grade I listed buildings and tourism centre and closer proximity to European designated sites. These considerations were published in the Corridor and Preliminary Routeing and Siting Study (CPRSS) published in support of the 2022 non-statutory consultation and back checked in the 2023 Design Development Report (DDR) published at our 2023 non-statutory consultation. In the absence of new evidence, we consider these reasons for that to be less preferred to remain valid and on this basis no change is currently proposed but we will continue to make changes to the 2024 preferred draft alignment where practicable as we receive further feedback and as the Project develops.
4.13.69	Suggest extending burial of cables northwards to Chattisham.	National Grid has carefully considered the feedback received during the 2023 non-statutory consultation, the alternatives available, and other factors including our duties and obligations. These duties include balancing the need to be economic, efficient, and keep costs down in the interests of the bill-paying consumers, balanced against a duty to have regard to preserving amenity, the natural environment, cultural heritage, landscape, and visual quality. National Policy Statement (NPS) EN-5 makes clear that *'the Government's position that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or Areas of Outstanding Natural Beauty)'.* The NPS also confirms that widespread and significant adverse landscape and/or visual impacts in other locations may also justify the use of undergrounding. We may also adopt underground cables in other circumstances such as to cross existing 400 kV overhead line infrastructure. No such designation or setting of a designation is present to support extension of the underground cable to Chattisham and the 2024 preferred draft alignment continues to be taken forward as an overhead line at this stage. We are undertaking an Environmental Impact Assessment (EIA) to assess the potential impact of the Project, and this will identify any need for additional mitigation.
4.13.70	Suggest moving TB071 to the south to avoid Houchin's Farm (plan provided to Fisher German, e.g., to mitigate visual impact).	National Grid has carefully considered the feedback received during the 2023 non-statutory consultation and have reviewed the suggested changes from Houchin's Farm. We are proposing a slight change to the location of TB071 to move to the south-east to the eastern edge of the field which goes some way to achieve the request. We will continue to make changes to the 2024 preferred draft alignment where practicable as we receive further feedback and as the Project develops.
4.13.71	Suggest pylon JC035 is routed further east from its proposed location.	National Grid has carefully considered the feedback received during the 2023 non-statutory consultation and as a result are proposing a change to the siting of the Cable Sealing End (CSE) compound to the north of Raydon Airfield, extending the underground cable length by 1.5 km. The overhead line alignment therefore will change from that

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		presented at the 2023 non-statutory consultation, removing the pylon from the indicated JC035 position. The amended 2024 preferred draft alignment will be published as part of the 2024 statutory consultation. We are undertaking an Environmental Impact Assessment (EIA) to assess the potential impact of the Project, and this will identify any need for additional mitigation and we will continue to make changes to the 2024 preferred draft alignment where practicable as we receive further feedback and as the Project develops.
4.13.72	Suggest relocating pylons JC039, JC040 and Cable Sealing End (CSE) compound away from the Notley Enterprise Park (as a flying site for Raydon and District Model Aircraft Club).	National Grid has carefully considered the feedback received during the 2023 non-statutory consultation and has assessed a number of alternatives for the location of the Cable Sealing End (CSE) compound at Notley Enterprise Park. We are proposing a change to the siting of the CSE compound to position it to the north of Raydon Airfield, extending the underground cable length by 1.5 km. This change will remove JC039 and JC040 from the site of Raydon and District Model Aircraft Club. We will continue to make changes to the 2024 preferred draft alignment where practicable as we receive further feedback and as the Project develops.
4.13.73	Suggest routeing the Project at the edge of Holton Hall Farm (plan provided by respondent) to reduce the impact of underground cables on Holton Hall Farm.	This change would require the underground cables to be moved closer to a number of residential properties whilst impacting a similar extent of farmland. However, a slight adjustment has been made to allow retention of the hedgerow to the south-east which goes part way to reducing effects. We will continue to make changes to the 2024 preferred draft alignment where practicable as we receive further feedback and as the Project develops.
4.13.74	Suggest routeing the Project north of Langham following the underground cable to the East Anglia Connection Node (EACN) substation (plan provided by respondent).	It is not possible to route the overhead line connection to Tilbury in the same corridor as the underground cable as this would be inconsistent with policy. National Grid considers its proposals are consistent with policy and that re-routeing as suggested would require a change to underground cable technology which is less economic and therefore less consistent with our duties and relevant policy. On this basis no change is currently proposed but we will continue to make changes to the 2024 preferred draft alignment where practicable as we receive further feedback and as the Project develops.
4.13.75	Suggest routeing the Project north of Langham, following the underground cable to Ardleigh Substation.	It is not possible to route the overhead line connection to Tilbury in the same corridor as the underground cable as this would be inconsistent with policy (it would be through the Area of Outstanding Natural Beauty (AONB) which would not be acceptable as overhead line). National Grid considers its proposals are consistent with policy and that re-routeing as suggested would require a change to underground cable technology which is less economic and therefore less consistent with our duties and relevant policy. On this basis no change is currently proposed but we will continue to make changes to the 2024 preferred draft alignment where practicable as we receive further feedback and as the Project develops.
4.13.76	Suggest routeing the Project to the east side of the A12 from Copdock past Capel St Mary and on to the west side of East Bergholt (e.g. alongside existing 132 kV	The existing 132 kV overhead line from Bramford to Lawford routes, as an overhead line, through the Dedham Vale Area of Outstanding Natural Beauty (AONB). National Grid has previously considered this and other corridors through the AONB but considered them less preferred to that within which the 2023 preferred draft alignment has been developed. The main reasons include greater effects on residential amenity, close routeing to the Flatford Mill complex of Grade I listed buildings and tourism centre and closer proximity to European designated sites. These considerations were published in the Corridor and Preliminary Routeing and Siting Study (CPRSS) published in

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	overhead line), enabling a shorter route to the substation south of Lawford	support of the 2022 non-statutory consultation and back checked in the 2023 Design Development Report (DDR) published at our 2023 non-statutory consultation. In the absence of new evidence, we consider these reasons for that routeing to be less preferred to remain valid and on this basis no change is currently proposed but we will continue to make changes to the 2024 preferred draft alignment where practicable as we receive further feedback and as the Project develops.
4.13.77	Suggest that (additional) underground cables should be used in this section.	National Grid has carefully considered the feedback received during the 2022 and 2023 non-statutory consultations, the alternatives available, and other factors including our duties and obligations. These duties include balancing the need to be economic and efficient, which includes keeping costs down in the interests of the bill-paying consumers, with a duty to have regard to preserving amenity, which includes the natural environment, cultural heritage, landscape and visual quality. National Policy Statement (NPS) EN-5 makes clear that *'the Government's position that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or Areas of Outstanding Natural Beauty (AONB))'.* The NPS also confirms that widespread and significant adverse landscape and/or visual impacts in other locations may also justify the use of undergrounding. We may also adopt underground cables in other circumstances such as to cross existing 400 kV overhead line infrastructure. After consideration of feedback on the 2023 non-statutory consultation and informed by additional study, we are now proposing to increase the extent of underground cabling by approximately 1.5 km to a total of approximately 20 km of underground cable at areas that are identified as of highest landscape value for example within the Dedham Vale AONB and within the vicinity of the AONB near Great Horkesley. Elsewhere along the 2024 preferred draft alignment, with the exception of the alignment near Diss, the higher cost of underground cables to bill-paying consumers, and the environmental implications of installing and maintaining them, are not considered to be justifiable in the context of national policy or National Grid's statutory duties. At Diss there remains an option to use underground cable but this is subject to consideration of the findings of ongoing investigations. Nevertheless, the Environmental Impact Assessment (EIA) will assess the impact of the Project and will identify any need for additional mitigation.
4.13.78	Suggest that (if the substation can't be relocated) then the Project route exiting the substation (from TB004 onwards) should take a route over old gravel pits (brownfield site) to the south of the main railway line, over the Martells industrial estate and towards the A120, before heading north and following the A120.	Over and above the transfer of effects to other residential properties and potential for effects on an extensive Scheduled Monument, the main reason for not preferring this alternative remains the coalescence of the A120, A12 and Ardleigh reservoir. As described in the Corridor and Preliminary Routeing and Siting Study (CPRSS) published as part of the 2022 non-statutory consultation these require a span exceeding normal design parameters. This alternative remains less preferred for these reasons. On this basis no change is currently proposed but we will continue to make changes to the 2024 preferred draft alignment where practicable as we receive further feedback and as the Project develops.
4.13.79	Suggest that additional underground cables should be	National Grid has carefully considered the feedback received during the 2022 and 2023 non-statutory consultations, the alternatives available, and other factors including our duties and obligations. These duties include balancing the

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	used around the Area of Outstanding Natural Beauty (AONB).	need to be economic and efficient, which includes keeping costs down in the interests of the bill-paying consumers, with a duty to have regard to preserving amenity, which includes the natural environment, cultural heritage, landscape and visual quality. National Policy Statement (NPS) EN-5 makes clear that *'the Government's position that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or Areas of Outstanding Natural Beauty (AONBs))'*. The NPS also confirms that widespread and significant adverse landscape and/or visual impacts in other locations may also justify the use of undergrounding. We may also adopt underground cables in other circumstances such as to cross existing 400 kV overhead line infrastructure. After consideration of feedback on the 2023 non-statutory consultation and informed by additional study, the 2024 preferred draft alignment proposes an increase to the extent of underground cabling by approximately 1.5 km to the north of the AONB, repositioning the Cable Sealing End (CSE) compound from Notley Enterprise to the north side of Wenham Grove just north of Raydon airstrip. This change responds to the potential for landscape and visual effects including on distant views from within the AONB, potential heritage effects on Grade I listed buildings at Little Wenham and potential effects on Raydon airstrip. In response to feedback we also considered whether the CSE compound locations to the east and west of Great Horkesley should be moved to locations further from the AONB. In both cases we concluded that the effects reported to drive a request for change did not, in the context of national policy or National Grid's statutory duties, justify the higher cost of underground cables to bill-paying consumers, and the environmental implications of installing and maintaining them. Nevertheless, the Environmental Impact Assessment (EIA) will assess the impact of the Project and will identify any need for additional mitigation.
4.13.80	Suggest that any pylons associated with the Project (including the Cable Sealing End (CSE) compound) are located at least 2500 m (non-instrument) / 4000 m (instrument) away from the airfield at Wormingford (between pylons TB036 to TB048).	National Grid has appointed an independent aviation consultancy which has engaged (with National Grid also present) with Wormingford Airfield. Following this engagement and further assessment, it has been determined, with the Project as currently proposed, that the airfield can continue to operate. We will continue to engage with nearby airfields as appropriate throughout the project development process.
4.13.81	Suggest that both legs into and out of the East Anglia Connection Node (EACN) substation are run close together (to disturb as little countryside as possible).	The 2023 preferred draft alignment has sought to reduce the use of land but would ensure some flexibility to respond to future information such as ground conditions and the fact that the pylons cannot be positioned directly over the underground cables. We will continue to make changes to the 2024 preferred draft alignment where practicable as we receive further feedback and as the Project develops.

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4.13.82	Suggest that Cable Sealing End (CSE) compounds at Crabtree Lane (pylons TB036/TB037) should be relocated to the location of pylon TB040.	After consideration of feedback from the 2023 non-statutory consultation and informed by additional assessment, we also considered whether the Cable Sealing End (CSE) compound location to the west of Great Horkesley should be moved to a location further from the Area of Outstanding Natural Beauty (AONB) towards TB040. We concluded that the effects reported to drive a request for change did not, in the context of national policy or National Grid's statutory duties, justify the higher cost of additional underground cables to bill-paying consumers, and the environmental implications of installing and maintaining them. Nevertheless, the Environmental Impact Assessment (EIA) will assess the impact of the Project and will identify any need for additional mitigation.
4.13.83	Suggest that digging near Hunters Chase is carried out in Mid to Late Summer or Early Autumn when the water table is likely to be at its lowest (i.e. to avoid the sites becoming very muddy).	All work, including excavation work, will be reviewed and consulted on with our environmental team who will provide advice in line with current legislation and associated regulations, codes of practice and guidance. Work activities and programme will be included in these reviews to identify any likely effects that may occur from the works and as such any required mitigations can be planned in advance and implemented. Ensuring sites and the surrounding areas are safe for use and not overly contaminated with mud will be considered as part of these reviews.
4.13.84	Suggest that earthworks near Hunters Chase are carried out by removing the soils layer by layer, keeping each layer separate and that when soils are reinterred they are done so in sequence (i.e. to avoid impact on agricultural value of the land).	All work, including excavation work, will be reviewed and consulted on with our environmental team who provide advice in line with current legislation and associated regulations, codes of practice and guidance. This includes ensuring separate storage of topsoil and subsoil to allow restoration to agricultural use on completion of the works. A Soil Management Plan will be committed to being prepared within the Code of Construction Practice (CoCP) which will be secured by a requirement in the Development Consent Order (DCO). The Soil Management Plan will outline how soil should be stripped, stored and reinstated to minimise potential impacts on soil characteristics and function.
4.13.85	Suggest that either underground cables are used for the Project between pylons JC021 and JC022, or pylons JC021 and JC022 are relocated away from regularly used footpaths (e.g. to minimise impact of the Project on residential areas).	National Grid has carefully considered the feedback received during the 2023 non-statutory consultation, the alternatives available, and other factors including our duties and obligations. These duties include balancing the need to be economic, efficient, and keep costs down in the interests of the bill-paying consumers, balanced against a duty to have regard to preserving amenity, the natural environment, cultural heritage, landscape, and visual quality. National Policy Statement (NPS) EN-5 makes clear that *'the Government's position that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or Areas of Outstanding Natural Beauty)'.* The NPS also confirms that widespread and significant adverse landscape and/or visual impacts in other locations may also justify the use of undergrounding. We may also adopt underground cables in other circumstances such as to cross existing 400 kV overhead line infrastructure. No such designations or crossing locations have been identified in this section which is therefore proposed as an overhead line at this stage. National Grid has routed and sited the 2023 preferred draft alignment in accordance with the Holford Rules. We also consider that continued use of footpaths (subject to potential temporary construction stage restrictions) will be possible under overhead lines but will consider the potential for effects on visual amenity

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		within the Environmental Statement (ES) that will support the Development Consent Order (DCO) application. In order to move JC021 and JC022 away from footpaths we would have to increase the length of the overhead line and increase the number of angle pylons, which would be less consistent with the Holford Rules. On this basis no change is currently proposed but we will continue to make changes to the 2024 preferred draft alignment where practicable as we receive further feedback and as the Project develops. The Environmental Impact Assessment (EIA) will identify any need for additional mitigation.
4.13.86	Suggest that existing overhead lines in this section should be replaced by underground cables.	The existing electricity transmission network provides power, via the local distribution network, into the local area where it is used in homes and businesses. The need case and funding for the Project is to deliver the new network reinforcement needed, rather than to remove existing overhead lines by undergrounding them. We have identified a number of locations where existing 132 kV and lower voltage lattice pylon lines are crossed by the proposed 400 kV overhead line and / or mitigation of effects is considered necessary. This includes locations such as at Mellis, between Offton and Bramford Substation, to the south of Bramford Substation and near Fuller Street. Unless required for mitigation, undergrounding existing overhead lines on the transmission network would not be in accordance with National Policy Statement (NPS) EN-5 and would result in substantial cost to bill payers. There may also be significant environmental impacts due to the removal works on sensitive ecological and archaeological receptors as well as constraints from either existing built form of unsuitable ground conditions.
4.13.87	Suggest that if it is not feasible to extend the underground cables to the Cable Sealing End (CSE) compound at Great Horkesley, the overhead section is reduced and the CSE compound and associated infrastructure is relocated further from the Area of Outstanding Natural Beauty (AONB).	In response to feedback, we have considered whether the Cable Sealing End (CSE) compound locations to the east and west of Great Horkesley should be moved to locations further from the Area of Outstanding Natural Beauty (AONB). In both cases National Grid concluded that the effects reported to drive a request for change did not, in the context of national policy or National Grid's statutory duties, justify the higher cost of underground cables to bill-paying consumers, and the environmental implications of installing and maintaining them. Nevertheless, the Environmental Impact Assessment (EIA) will assess the impact of the Project and will identify any need for additional mitigation.
4.13.88	Suggest that L13 low-height lattice towers are used for the overhead line section to the East Anglia Connection Node (EACN) substation (so that the towers can carry Triple Araucaria 700 mm^2 conductors, or Triple Redwood 850 mm^2	National Grid do not seek consent on a specific pylon type beyond a standard steel lattice or an alternative pylon type if we propose their use, for example a T-pylon. The 2024 preferred draft alignment reflects the use of standard lattice pylons. The use of other pylon designs is still under consideration, if an overhead line route is progressed. We have and will continue to carry out further assessments on pylon design. Our assessments will include visual impacts and mitigation, environmental and ecological considerations, construction, and lifetime maintenance effects. Different designs in use in the UK include: • standard lattice; • lower height lattice; and

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	conductors if towers are strengthened).	• T-pylons. The findings from our assessments will be published in Appendix C of the Design Development Report (DDR) as part of our 2024 statutory consultation. We will continue to consider the use of alternative pylon types should further feedback be received from the 2024 statutory consultation.
4.13.89	Suggest that National Grid and Anglia Water collaborate so that the underground section of the Project follows the Anglia Water New Water Main Network (so that only one trench is needed from both projects, lessening environmental impact).	Using the same trench or paralleling to the same trench as other utilities is not appropriate in this instance due to a number of factors, the key one being that the assets are starting and ending in different locations so the routeing would not be appropriate for one or the other project. Another key contributing factor is the size of the working corridor required for 400 kV underground cables to be installed, compared to the size of the Anglian Water proposal. Noting these factors, the ability for the two projects to route around environmental constraints is likely to be greater in isolation than combining both Project works into one wider corridor.
4.13.90	Suggest that pylon JC019 is relocated away from water meadow close to Washbrook Church.	National Grid consider that this should refer to JC018 which was in a grassland area in the 2023 preferred draft alignment whereas JC019 is within an arable field. Responding to this and other feedback in this location, we are taking forward slightly modified arrangements in the 2024 preferred draft alignment published as part of our 2024 statutory consultation. In this the pylon has been moved out of the grass 'water meadow' into adjacent arable land. We will continue to make changes to the 2024 preferred draft alignment where practicable as we receive further feedback and as the Project develops. We are also undertaking an Environmental Impact Assessment (EIA) to assess the potential impact of the Project, and this will identify any need for additional mitigation.
4.13.91	Suggest that pylon JC021 is moved slightly north to prevent blocking farmers entry, fitting in the corner of the farmland.	National Grid has reviewed the 2023 preferred draft alignment in this area and the change requested. We are currently proposing to move JC021 slightly further north-east which should go some way to achieving the change requested. There will be a further opportunity to provide feedback on the 2024 preferred draft alignment at our 2024 statutory consultation, we will continue to make changes to the 2024 preferred draft alignment as we receive further feedback and as the Project develops.
4.13.92	Suggest that pylon JC021 is relocated, given that it is proposed to close to the main road into Chattisham (from the A12, Ipswich, Washbrook and Copdock) and there are no trees to mitigate the visual impact.	Responding to this and other feedback in this location, National Grid is taking forward slightly modified arrangements in the 2024 preferred draft alignment published as part of our 2024 statutory consultation. In this, the pylon JC021 has been moved slightly north-east, away from the road, in line, to some degree, with the request. We will continue to make changes to the 2024 preferred draft alignment where practicable as we receive further feedback and as the Project develops. We are also undertaking an Environmental Impact Assessment (EIA) to assess the potential impact of the Project, and this will identify any need for additional mitigation.
4.13.93	Suggest that pylon JC022 is moved north-west further from	National Grid has reviewed the 2023 preferred draft alignment in this area and is currently proposing a slight change to the location of pylon JC022 to the north-east, which will increase separation from the public footpath. We are unable to move JC022 to the north-west as this would require an additional angle pylon and, to achieve a substantive

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	the badger set and public footpath.	reduction on effects to footpath users would increase effects on residential properties to the north and would therefore be less consistent with the Holford Rules. We will continue to make changes to the 2024 preferred draft alignment where practicable as we receive further feedback and as the Project develops.
4.13.94	Suggest that pylon JC030 is relocated away from Little Wenham to minimise impact on heritage assets.	National Grid has considered the respondent's feedback highlighting a preference for the Cable Sealing End (CSE) compound to be moved to avoid visual impacts on Little Wenham and Great Wenham and in particular Little Wenham Castle. Following further assessment, we are proposing a change to the 2023 preferred draft alignment to continue the use of underground cable beyond Raydon Airfield with a CSE compound located to the north-east. The Project would then continue as overhead line to the east towards Bramford Substation at a greater distance from Little Wenham and Great Wenham. Further details on this change and the alternatives considered can be found in the Design Development Report (DDR), published as part of the 2024 statutory consultation. Further changes to the 2024 preferred draft alignment will be considered as the Project develops.
4.13.95	Suggest that pylon TB014 is relocated away from nearby pond.	National Grid has routed and sited the 2023 preferred draft alignment in accordance with the Holford Rules (a description of the Holford Rules can be found in Chapter 1 of this report). Noting that due to changes to the 2023 preferred draft alignment, TB014 and TB015 are now numbered TB013 and TB014, avoidance of oversail of the small water body could only be achieved by a series of five angle pylons (TB013 to TB016 with an additional pylon also needed). On balance, National Grid considers that maintaining a straighter alignment with fewer angles is more consistent with Holford Rules and National Grid's duties albeit that angling activity would need to be terminated. We therefore are not currently proposing a change to the 2023 preferred draft alignment in this location, however we will continue to make changes to the 2024 preferred draft alignment as we receive further feedback and as the Project develops.
4.13.96	Suggest that pylon TB020 is relocated away from Grade II listed dwelling (i.e. the pylon is within 200 m of the property).	National Grid has routed and sited the 2023 preferred draft alignment in accordance with the Holford Rules. At this location, the 2023 preferred draft alignment is approximately midway between listed buildings to north and south with the pylons positioned as far away as possible. In order to move TB020 further away from Grade II listed properties we would have to increase the length of the overhead line and increase the number of angle pylons, which would be less consistent with the Holford Rules. We therefore are not currently proposing a change to the 2023 preferred draft alignment in this location. We are undertaking an Environmental Impact Assessment (EIA) to assess the potential impact of the Project, and this will identify any need for additional mitigation. We will continue to make changes to the 2024 preferred draft alignment where practicable as we receive further feedback and as the Project develops.
4.13.97	Suggest that pylon TB023 is moved to the area of unused bare ground north of its proposed location (plan provided by respondent).	National Grid has routed and sited the 2023 preferred draft alignment in accordance with the Holford Rules. There is also a water pipeline that runs along the northern edge of this field that we need to maintain separation from. In order to move TB023 we would have to increase the length of the overhead line and increase the number of angle pylons, which would be less consistent with the Holford Rules. On this basis no change is currently proposed but we will continue to make changes to the 2024 preferred draft alignment where practicable as we receive further feedback and as the Project develops.
4.13.98	Suggest that pylon TB026 is moved northward onto the former location of the runway	National Grid has developed the 2023 preferred draft alignment in accordance with the Holford Rules. In order to move TB026 further to the north we would have to increase the length of the overhead line and increase the number of angle pylons (with which direction changes are made), which would be less consistent with the Holford Rules, we

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	from the old American Airbase Royal Air Force (RAF) Boxted (plan provided by respondent).	have sited pylon TB026 in an otherwise predominantly straight section. On this basis no change is currently proposed but we will continue to make changes to the 2024 preferred draft alignment where practicable as we receive further feedback and as the Project develops.
4.13.99	Suggest that pylon TB027 is relocated to the corner of the field, east of its proposed position (plan provided by respondent).	National Grid has routed and sited the 2023 preferred draft alignment in accordance with the Holford Rules. In order to move TB027 further to the east we would have to increase the length of the overhead line and increase the number of angle pylons, which would be less consistent with the Holford Rules. We have sited pylon TB027 as close to the field boundary as possible. On this basis no change is currently proposed but we will continue to make changes to the 2024 preferred draft alignment where practicable as we receive further feedback and as the Project develops.
4.13.100	Suggest that pylon TB030 is relocated to the back field near TB029.	National Grid has reviewed the 2023 preferred draft alignment in this area following feedback. The position of TB030 (now TB029) is currently approximately midway between properties, moving it further east would increase effects on properties to the south. It could also lead to a taller pylon being required to achieve necessary clearances required to cross the road, leading to greater visual impacts. We are therefore not currently proposing to move TB030 (now TB029) further east because of conflict with these other constraints. We will continue to make changes to the 2024 preferred draft alignment where practicable as we receive further feedback and as the Project develops.
4.13.101	Suggest that pylon TB039 is relocated due to this being the site of a Roman kiln.	Through routeing and siting National Grid has sought and will continue to reduce as far as practicable potential impacts on the historic environment. We will be writing up our Historic Environment Assessment as part of the Environmental Impact Assessment (EIA) process to identify likely significant effects on archaeological sites. To inform this assessment, we are undertaking desk-based assessment and a suite of archaeological surveys to understand the baseline historic environment and refine the Project design further. National Grid will continue to engage with Historic England and relevant Local Planning Authorities (LPAs) on aspects relating to heritage, including appropriate mitigation measures and techniques and to take their views into account as the Project continues to develop.
4.13.102	Suggest that pylons are located a minimum of 2 km away from Grade I listed buildings (i.e. Wenham Castle and Wenham Church).	National Grid does not use standard minimum distances as a routeing consideration. Applying an arbitrary distance may be too big or too small for the specific circumstances. We utilise the Holford Rules and topic specific guidance informed by feedback and professional judgement to define appropriate corridors and alignments that are consistent with the relevant policy framework and duties. In response to feedback to the 2023 non-statutory consultation we have modified the 2023 preferred draft alignment to increase separation to the Grade I listed buildings at Little Wenham (to around 1.5 km at closest approach). We will continue to make changes to the 2024 preferred draft alignment where practicable as we receive further feedback and as the Project develops. We are also undertaking an Environmental Impact Assessment (EIA) to assess the potential impact of the Project, and this will identify any need for additional mitigation.
4.13.103	Suggest that pylons are not used at Eight Ash Green.	National Grid has carefully considered the feedback received during the 2023 non-statutory consultation, the alternatives available, and other factors including our duties and obligations. These duties include balancing the need to be economic and efficient, which includes keeping costs down in the interests of the bill-paying consumers, with a duty to have regard to preserving amenity, which includes the natural environment, cultural heritage, landscape, and visual quality. National Policy Statement (NPS) EN-5 makes clear that *'the Government's position that overhead lines*

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		should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or Areas of Outstanding Natural Beauty (AONBs))'. The NPS also confirms that widespread and significant adverse landscape and/or visual impacts in other locations may also justify the use of undergrounding. We may also adopt underground cables in other circumstances such as to cross existing 400 kV overhead line infrastructure. No such designations or crossing locations have been identified in the vicinity of Eight Ash Green which is therefore proposed as an overhead line at this stage. We are undertaking an Environmental Impact Assessment (EIA) to assess the potential impact of the Project, and this will identify any need for additional mitigation.
4.13.104	Suggest that pylons are place in a dip near Little Wenham Castle.	A review of Ordnance Survey (OS) mapping does not indicate any substantive dip to affect heritage assets at Little Wenham. However other suggested changes have been considered and are now preferred, which position the overhead line further to the north and achieves a similar reduction in effect as sought. The Design Development Report (DDR) published as part of the 2024 statutory consultation sets out the various alternatives considered, and the change now incorporated into the 2024 preferred draft alignment. National Grid will continue to make changes to the 2024 preferred draft alignment where practicable as we receive further feedback and as the Project develops.
4.13.105	Suggest that pylons JC016 to JC018 are relocated away from Pigeon's Lane and Spring Lane.	National Grid has assessed alternative alignments in this area to move JC016 further away from the property on the corner of Pigeon's Lane and Spring Lane. We are proposing a slight change to the 2023 preferred draft alignment which would move JC016 further to the west increasing the separation between the pylon and closest property from approximately 90 m to approximately 180 m. Due to the requirement to avoid the fishing lakes to the north and several other ecological constraints it has not been possible to make any other changes to the 2023 preferred draft alignment in this area. We will continue to make further changes to the 2024 preferred draft alignment where practicable as we receive further feedback and as the Project develops.
4.13.106	Suggest that pylons JC021 and JC022 are moved further apart to east and west respectively, as these pylons are much closer together than those on either side.	National Grid has reviewed the 2023 preferred draft alignment in this area following feedback, pylon spacing is guided by a combination of topography, pylon heights, presence of environmental features and other constraints such as roads. We are therefore not currently proposing to move JC021 and JC022 further apart because of conflict with these other constraints. We will continue to make changes to the 2024 preferred draft alignment where practicable as we receive further feedback and as the Project develops.
4.13.107	Suggest that pylons JC022 and JC023 are relocated away from The Street, Chattisham.	These pylons are at around 600 m to the south-west of The Street on a straight section of the alignment. Increasing the distance to The Street would move the draft alignment closer to other properties to the south-west or necessitate the introduction of angle changes. Both are considered less consistent with the Holford Rules, therefore no change to the 2023 preferred draft alignment is currently proposed but we will continue to make changes to the 2024 preferred draft alignment where practicable as we receive further feedback and as the Project develops.
4.13.108	Suggest that pylons JC030 to JC038 should be located south-east of Notley Park rather than north-west, and T-	National Grid has carefully considered the feedback received during the 2023 non-statutory consultation and has assessed a number of alternatives for the 2024 preferred draft alignment around Notley Enterprise Park. The suggested change will increase effects on residential properties and heritage assets whether immediately south of the enterprise park or reverting closer to the 2022 graduated swathe and therefore less consistent with Holford Rules and less preferred. Following further assessment, we are proposing a change to the siting of the Cable Sealing End

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	pylons or lower-height pylons should be used.	(CSE) compound to the north of Raydon Airfield, extending the underground cable length by 1.5 km. This change will move the 2023 preferred draft alignment from approximately JC026 to JC034 further north. We will continue to make changes to the 2024 preferred draft alignment where practicable as we receive further feedback and as the Project develops.
4.13.109	Suggest that pylons JC036, JC037 and JC038 are removed and that instead underground cables are routed farther from Pipers Went and other properties at the eastern end of Raydon.	National Grid has carefully considered the feedback received during the 2023 non-statutory consultation and have assessed a number of alternatives for the location of the Cable Sealing End (CSE) compound at Notley Enterprise Park. We are proposing a change to the siting of the CSE compound to the north of Raydon Airfield, extending the underground cable length by 1.5 km. This goes someway to achieving the outcome sought by the respondent. We are undertaking an Environmental Impact Assessment (EIA) to assess the potential impact of the Project, and this will identify any need for additional mitigation. We will continue to make changes to the 2024 preferred draft alignment where practicable as we receive further feedback and as the Project develops.
4.13.110	Suggest that pylons TB014 and TB015 are routed away from the public footpath and the lake, or use underground cables in that area.	National Grid has routed and sited the 2023 preferred draft alignment in accordance with the Holford Rules. Noting that due to changes to the 2023 preferred draft alignment, TB014 and TB015 are now numbered TB013 and TB014, avoidance of oversail of the small water body could only be achieved by a series of five angle pylons (TB013 to TB016 with an additional pylon also needed). On balance, National Grid considers that maintaining a straighter alignment with fewer angles is more consistent with the Holford Rules and National Grid's duties albeit that angling activity would need to be terminated. We therefore are not currently proposing a change to the 2023 preferred draft alignment in this location, however we will continue to make changes to the 2024 preferred draft alignment as we receive further feedback and as the Project develops.
4.13.111	Suggest that pylons TB025 and TB024 are relocated to the northmost edge, aligned with the line of poplar trees and track (plan provided by respondent).	National Grid has routed and sited the 2023 preferred draft alignment in accordance with the Holford Rules. In order to move TB024 and TB025 to the northern edge of this field we would have to increase the length of the overhead line and increase the number of angle pylons, which would be less consistent with the Holford Rules. There is also a water pipeline that runs along the northern edge of this field that we need to maintain separation from. Flexibility is required prior to ground investigations so there is a limit as to how close we can move towards the pipeline. On this basis no change is currently proposed but we will continue to make changes to the 2024 preferred draft alignment where practicable as we receive further feedback and as the Project develops.
4.13.112	Suggest that pylons TB041 to TB044 are re-located to avoid visual impact.	National Grid is proposing a slight change to the 2023 preferred draft alignment between TB041 and TB045 which would move the draft alignment slightly further east to avoid a new private reservoir and would also remove the angle pylon at TB043 to reduce visual effects to some degree. We will continue to make changes to the 2024 preferred draft alignment as we receive further feedback and as the Project develops. We are also undertaking an Environmental Impact Assessment (EIA) to assess the potential impact of the Project, and this will identify any need for additional mitigation.
4.13.113	Suggest that pylons TB042 to TB048 are replaced with undergrounding.	National Grid has carefully considered the feedback received during the 2023 non-statutory consultation, the alternatives available, and other factors including our duties and obligations. These duties include balancing the need to be economic, efficient, and keep costs down in the interests of the bill-paying consumers, balanced against a duty to have regard to preserving amenity, the natural environment, cultural heritage, landscape, and visual quality.

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		National Policy Statement (NPS) EN-5 makes clear that *'the Government's position that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or Areas of Outstanding Natural Beauty (AONBs))'*. The NPS also confirms that widespread and significant adverse landscape and/or visual impacts in other locations may also justify the use of undergrounding. We may also adopt underground cables in other circumstances such as to cross existing 400 kV overhead line infrastructure. No such designations or crossing locations have been identified in this section which is therefore proposed as an overhead line at this stage. We are undertaking an Environmental Impact Assessment (EIA) to assess the potential impact of the Project, and this will identify any need for additional mitigation.
4.13.114	Suggest that pylons TB047 to TB053 are relocated to avoid significant archaeology (including dig site at TB048).	National Grid has routed and sited the 2023 preferred draft alignment in accordance with the Holford Rules. We have assessed a number of alternatives in this location, details of which can be found in the Design Development Report (DDR), published as part of the 2024 statutory consultation. In order to move TB047 to TB053 further away from the dig site at TB048, we would have to increase the length of the overhead line and increase the number of angle pylons, which would be less consistent with the Holford Rules. On this basis no change is currently proposed but we will continue to make changes to the 2024 preferred draft alignment where practicable as we receive further feedback and as the Project develops. We will be writing up our Historic Environment Assessment which will form part of the Environmental Impact Assessment (EIA). This assessment will identify likely significant effects on archaeological sites and identify any need for additional mitigation. To inform this assessment, we are undertaking desk-based assessment and a suite of archaeological surveys to understand the baseline historic environment and refine the Project design further. National Grid will continue to engage with Historic England and relevant Local Planning Authorities (LPAs) on aspects relating to heritage, including appropriate mitigation measures and techniques and to take their views into account as the Project continues to develop.
4.13.115	Suggest that pylons TB047, TB048, TB049, TB050, TB051, TB053 and TB054 are relocated to field boundaries (plans provided by respondent).	National Grid has reviewed the 2023 preferred draft alignment in this area following feedback. We are not currently proposing a change to the position of these pylons to field boundaries due to a combination of technical reasons (e.g. space for scaffolding over roads, construction working area requirements) or greater environmental effects for example on mature woodland. We will continue to make changes to the 2024 preferred draft alignment where practicable as we receive further feedback and as the Project develops.
4.13.116	Suggest that pylons TB053, TB054 and TB055 are relocated into the Colne Valley (e.g. so that the Project is routed away from residential areas and to reduce visual impact).	There has been a range of feedback on alternatives in this area which National Grid has considered. The area generally is constrained by various residential properties, listed buildings, Ancient Woodland and various utilities. On balance, we do not consider the suggested changes to be preferred with the detailed consideration set out in the Design Development Report (DDR) published as part of our 2024 statutory consultation. On this basis no change is currently proposed but we will continue to make changes to the 2024 preferred draft alignment where practicable as we receive further feedback and as the Project develops.
4.13.117	Suggest that pylons TB053-TB068 are relocated away from Marks Tey Site of	National Grid has assessed a number of alternative alignments in the vicinity of Aldham, details of which can be found in the Design Development Report (DDR) published as part of this consultation. A change to the graduated swathe from the north to the south of Aldham was presented at the 2023 non-statutory consultation as we were

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	Special Scientific Interest (SSSI), Ancient Woodlands and A120 by straightening the route (plan provided by respondent).	developing the 2023 preferred draft alignment. This change was proposed due to constraints to routeing to the north of Aldham. Following receipt of further feedback, we have reviewed this decision and are currently not proposing a change to the 2023 preferred draft alignment as it is not possible to route straight from TB053 to TB068 without potentially oversailing residential properties. The 2023 preferred draft alignment currently does not directly impact any Ancient Woodland or Marks Tey Brickpit Sites of Special Scientific Interest (SSSI), however we are undertaking an Environmental Impact Assessment (EIA) to assess the potential impact of the Project, and this will identify any need for additional mitigation. We will continue to make changes to the draft alignment as we receive further feedback and as the Project develops.
4.13.118	Suggest that Salmons Lane is not used by construction vehicles (as this is a Protected Lane that does not have the capacity for construction vehicles).	Construction access, egress and associated traffic routes are being considered and discussed with the appropriate local and national highways authorities. The detailed proposals will be consulted on during the 2024 statutory consultation and included as part of our Project Construction Traffic Management Plan (CTMP) which will set out National Grid's planned routeing strategy and management of such. National Grid does not consider that the presence of Protected Lanes or cycle routes is an automatic barrier to routeing. However, the potential effects of their use for construction access are noted and will inform the access arrangements proposed in the 2024 statutory consultation.
4.13.119	Suggest that split section of underground cables (east of Great Horkesley) is routed away from Knowles Barn Farm.	National Grid has reviewed the section of underground cable in this area and has removed the split in the underground cable corridor by restricting the working area, though this is partly offset by a greater use of adjacent farmland for temporary soil storage. This has moved the 2023 preferred draft alignment further south and therefore the proposed area of works no longer impacts the property and garden at Knowles Barn Farm. We will continue to make changes to the 2024 preferred draft alignment as we receive further feedback and as the Project develops.
4.13.120	Suggest that substations are located at least 5 km away from the Area of Outstanding Natural Beauty (AONB) (preferably 10 km).	National Grid does not use standard minimum distances as a routeing or siting consideration. Applying an arbitrary distance may be too big or too small for the specific circumstances. We utilise the Holford and Horlock Rules and topic specific guidance informed by feedback and professional judgement to define appropriate alignments and siting of infrastructure (such as Cable Sealing End (CSE) compounds and substations) that are consistent with the relevant policy framework and duties. We are undertaking an Environmental Impact Assessment (EIA) to assess the potential impact of the Project, and this will identify any need for additional mitigation.
4.13.121	Suggest that substations should be sited a minimum of 3 km outside the Area of Outstanding Natural Beauty (AONB) (e.g. to minimise impact on views).	National Grid does not use standard minimum distances as a routeing or siting consideration. Applying an arbitrary distance may be too big or too small for the specific circumstances. We utilise the Holford and Horlock Rules and topic specific guidance informed by feedback and professional judgement to define appropriate alignments and siting of infrastructure (such as Cable Sealing End (CSE) compounds and substations) that are consistent with the relevant policy framework and duties. We are undertaking an Environmental Impact Assessment (EIA) to assess the potential impact of the Project, and this will identify any need for additional mitigation.
4.13.122	Suggest that the access road to the Notley Enterprise Park Cable Sealing End (CSE) compound is extended to pass north of Holton St Mary, to	Construction access, egress and associated traffic routes are being considered and discussed with the appropriate local and national highways authorities. The detailed proposals will be consulted on during the 2024 statutory consultation.

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	avoid using B1070 reducing impact on residents of Holton St Mary (plan provided by respondent).	
4.13.123	Suggest that the Cable Sealing End (CSE) compound is located away from Great Horkesley due to close proximity to the Area of Outstanding Natural Beauty (AONB), listed buildings and the Essex Way.	National Grid has carefully considered the feedback received during the 2022 and 2023 non-statutory consultations, the alternatives available, and other factors including our duties and obligations. These duties include balancing the need to be economic and efficient, which includes keeping costs down in the interests of the bill-paying consumers, with a duty to have regard to preserving amenity, which includes the natural environment, cultural heritage, landscape and visual quality. National Policy Statement (NPS) EN-5 makes clear that *'the Government's position that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or Areas of Outstanding Natural Beauty (AONBs))'.* The NPS also confirms that widespread and significant adverse landscape and/or visual impacts in other locations may also justify the use of undergrounding. We may also adopt underground cables in other circumstances such as to cross existing 400 kV overhead line infrastructure. After consideration of feedback on the 2023 non-statutory consultation and informed by additional study, we also considered whether the Cable Sealing End (CSE) compound locations to the east and west of Great Horkesley should be moved to locations further from the AONB. In both cases we concluded that the effects reported to drive a request for change did not, in the context of national policy or National Grid's statutory duties, justify the higher cost of additional underground cables to bill-paying consumers, and the environmental implications of installing and maintaining them. Nevertheless, the Environmental Impact Assessment (EIA) will assess the impact of the Project and will identify any need for additional mitigation.
4.13.124	Suggest that the Cable Sealing End (CSE) compounds are relocated from pylons TB034/TB035 to pylon TB030.	After consideration of feedback from the 2023 non-statutory consultation and informed by additional assessment, we also considered whether the Cable Sealing End (CSE) compound location to the east of Great Horkesley should be moved to a location further to the east. We concluded that the effects reported to drive a request for change did not, in the context of national policy or National Grid's statutory duties, justify the higher cost of additional underground cables to bill-paying consumers, and the environmental implications of installing and maintaining them. Nevertheless, the Environmental Impact Assessment (EIA) will assess the impact of the Project and will identify any need for additional mitigation.
4.13.125	Suggest that the Cable Sealing End (CSE) compound at TB034 is relocated to TB033 (plan provided by respondent).	In response to feedback, National Grid have considered whether the Cable Sealing End (CSE) compound location to the east of Great Horkesley could be moved further east. Relatively localised movement to the edge of the field or into the next field to the east are constrained by gas and water pipelines and the edge of properties and hedgelines to the north. Movement may be possible further east but increases underground cable length. In all cases we concluded that, in the context of national policy or National Grid's statutory duties, the reduction in effects did not justify the higher cost of underground cables to bill-paying consumers, and the environmental implications of installing and maintaining them.

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		Nevertheless, the Environmental Impact Assessment (EIA) will assess the impact of the Project and will identify any need for additional mitigation.
4.13.126	Suggest that the Cable Sealing End (CSE) compound is sited such that it is supplied by pylon JC034, in an empty site directly south of pylon JC035.	National Grid has carefully considered the feedback received during the 2023 non-statutory consultation and have assessed a number of alternatives for the location of the Cable Sealing End (CSE) compound at Notley Enterprise Park. We are proposing a change to the siting of the CSE compound to the north of Raydon Airfield, extending the underground cable length by 1.5 km. This goes someway to achieving the outcome sought by the respondent. We are undertaking an Environmental Impact Assessment (EIA) to assess the potential impact of the Project, and this will identify any need for additional mitigation and we will continue to make changes to the 2024 preferred draft alignment where practicable as we receive further feedback and as the Project develops.
4.13.127	Suggest that the Cable Sealing End (CSE) compound should be sited at the Raydon Road end of the Enterprise Park, within its boundary.	National Grid has carefully considered the feedback received during the 2023 non-statutory consultation and have assessed a number of alternatives for the location of the Cable Sealing End (CSE) compound at Notley Enterprise Park. We are proposing a change to the siting of the CSE compound to the north of Raydon Airfield, extending the underground cable length by 1.5 km. This goes someway to achieving the outcome sought by the respondent. We are undertaking an Environmental Impact Assessment (EIA) to assess the potential impact of the Project, and this will identify any need for additional mitigation and we will continue to make changes to the 2024 preferred draft alignment where practicable as we receive further feedback and as the Project develops.
4.13.128	Suggest that the Cable Sealing End (CSE) compound at TB036/037 is removed and relocated to the western side of the river, north-east of TB042, as this allows for the continuation of undergrounding in a south-westerly direction from Vinese Farm (the location of TB042 is a private reservoir) (plan provided by respondent).	National Grid has carefully considered the feedback received during the 2023 non-statutory consultation, the alternatives available, and other factors including our duties and obligations. These duties include balancing the need to be economic, efficient, and keep costs down in the interests of the bill-paying consumers, balanced against a duty to have regard to preserving amenity, the natural environment, cultural heritage, landscape, and visual quality. National Policy Statement (NPS) EN-5 makes clear that *'the Government's position that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or Areas of Outstanding Natural Beauty (AONBs))'*. The NPS also confirms that widespread and significant adverse landscape and/or visual impacts in other locations may also justify the use of undergrounding. We may also adopt underground cables in other circumstances such as to cross existing 400 kV overhead line infrastructure. After consideration of feedback on the 2023 non-statutory consultation and informed by additional study, we also considered whether the Cable Sealing End (CSE) compound locations to the west of Great Horkesley should be moved to locations further from the AONB. We concluded that the effects reported to drive a request for change did not, in the context of national policy or National Grid's statutory duties, justify the higher cost of additional underground cables to bill-paying consumers, and the environmental implications of installing and maintaining them. Nevertheless, the Environmental Impact Assessment (EIA) will assess the impact of the Project and will identify any need for additional mitigation. We are proposing a slight change to the 2023 preferred draft alignment between pylons TB041 and TB045 which will move the draft alignment slightly further east to avoid the reservoir. We will continue to make changes to the 2024 preferred draft alignment where practicable as we receive further feedback and as the Project develops.

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4.13.129	Suggest that the Cable Sealing End (CSE) compound should be closer to Notley Park and at a reduced level with full screening (e.g. not just palisade fencing).	National Grid has carefully considered the feedback received during the 2023 non-statutory consultation and has assessed a number of alternatives for the 2024 preferred draft alignment around Notley Enterprise Park. Following further assessment, we are proposing a change to the siting of the Cable Sealing End (CSE) compound to the north of Raydon Airfield, extending the underground cable length by 1.5 km. This change will move the 2023 preferred draft alignment from approximately JC026 to JC034 further north. This will also position it at a location benefitting more from screening by existing vegetation that can be enhanced in addition to the necessary security fencing. We will continue to make changes to the 2024 preferred draft alignment where practicable as we receive further feedback and as the Project develops. The Environmental Impact Assessment (EIA) will assess the impact of the Project and will identify any need for additional mitigation, including screening.
4.13.130	Suggest that the East Anglia Connection Node (EACN) substation is located in Langham at the disused aviation site (i.e. to avoid taking a lengthy detour from its route close to the A12, and to mitigate impact on farming, communities, and leisure).	This suggested change was raised in response to the 2022 non-statutory consultation and the alternative site considered in detail as reported on in the Design Development Report (DDR) published as part of the 2023 non-statutory consultation. In the absence of new information, our previous conclusions remain valid, and the disused aviation site remains less preferred as the site of the East Anglia Connection Node (EACN) substation for the reasons set out in the 2023 DDR. On this basis no change is currently proposed but we will continue to make changes to the 2024 preferred draft alignment where practicable as we receive further feedback and as the Project develops.
4.13.131	Suggest that the East Anglia Connection Node (EACN) substation is located on a brownfield site (i.e. to mitigate impact on prime farmland, visual impact, and the community).	Identification of the appropriate site for the East Anglia Connection Node (EACN) substation considered a wide range of factors as set out in the Corridor and Preliminary Routeing and Siting Study (CPRSS) published as part of the 2022 non-statutory consultation and included review of the availability of brownfield sites amongst other locations. In response to feedback on the 2022 non-statutory consultation, National Grid reviewed the previous work and considered other locations as reported on in the Design Development Report (DDR) published as part of the 2023 non-statutory consultation. When considered with other factors, the proposed site for the EACN substation was identified to provide an appropriate balance. In the absence of new information our previous conclusions remain valid and other sites (greenfield and brownfield) remain less preferred compared with the site of the EACN substation for the reasons set out in the 2023 DDR. On this basis no change is currently proposed but we will continue to make changes to the 2024 preferred draft alignment where practicable as we receive further feedback and as the Project develops.
4.13.132	Suggest that the East Anglia Connection Node (EACN) substation is relocated to be west of the A12.	The Corridor and Preliminary Routeing and Siting Study (CPRSS) published at the 2022 non-statutory consultation and the Design Development Report (DDR) published at the 2023 non-statutory consultation set out the rationale for selecting the East Anglia Connection Node (EACN) substation connection site including its preference over alternatives. This included consideration of a site west of the A12 on the former Royal Air Force (RAF) Boxted site. The reasons not to prefer the former RAF Boxted site remain valid and mainly related to the greater effects considered to be likely to arise from multiple underground cable corridors being necessary (due to various corridor restrictions) including through the Area of Outstanding Natural Beauty (AONB). The greater effects on the AONB are considered less consistent with National Grid's duties and relevant planning policy and therefore less preferred.

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4.13.133	Suggest that the existing line running the other side of Hintlesham is used for the Project, and then underground cables are used on the approach to Hadleigh.	The existing overhead line running the other side of Hintlesham does not have the capacity to meet the Project need and a third overhead line parallel to the existing overhead line and the proposed Bramford to Twinstead Reinforcement would be required. This would need to cross both such overhead lines by use of an additional underground cable section between Cable Sealing End (CSE) compounds. While potentially deliverable, this transfers effects from one group of receptors to another group and at much greater cost and therefore provides a less economic and efficient solution which is less consistent with National Grid's duties and relevant policies. This change is therefore not currently proposed, though we note that other changes to the 2023 preferred draft alignment, responding to other requests, address some of the drivers for change raised by this request. We are undertaking an Environmental Impact Assessment (EIA) to assess the potential impact of the Project, and this will identify any need for additional mitigation.
4.13.134	Suggest that the existing overhead lines in this section are reinforced / upgraded instead.	The existing transmission network in the region was upgraded during 2022 and 2023 to ensure the system is running at its most efficient performance. The existing assets / networks are not able to be upgraded sufficiently to cope with the new future demands expected on the network. As a result, new lines and substations will be required to accommodate the changing demands on the network.
4.13.135	Suggest that the Harwich connection should be extended further west to reduce the infrastructure needed.	The Norwich to Tilbury Project is the most economic and efficient means to meet the reinforcement need. There is no existing connection to Harwich that could be reinforced. As set out in the Corridor and Preliminary Routeing and Siting Study (CPRSS) published at our 2022 non-statutory consultation, substation locations closer to the coast are less preferred for this reinforcement.
4.13.136	Suggest that the Project (pylons JC013 and JC014) are relocated further east at Valley Farm Pit to follow the existing overhead line (to reduce impact on residences).	National Grid has considered this feedback but considers it to be less preferred. While moving the particular section from approximately JC008 to JC014 to the east to follow the existing 132 kV overhead line may reduce effects for some residences, the connection from JC014 has to continue onwards to the west to reconnect with the line at JC015. Alternative routes to achieve this are longer and less direct, are either constrained by the presence of a historic landfill considered too wide to span without placing a pylon within the landfill itself or, if this is avoided by routeing to the south of the landfill, would lead to a transfer of effects to other residences or increasing other effects such as on heritage assets. On balance, these changes are less preferred than remaining on the 2023 preferred draft alignment and therefore no changes are currently proposed. We are undertaking an Environmental Impact Assessment (EIA) to assess the potential impact of the Project, and this will identify any need for additional mitigation.
4.13.137	Suggest that the Project be moved in line with the existing pylons from Lawford to Manningtree.	The existing 132 kV overhead line from Lawford to Manningtree was previously considered in combination with other corridors through the Area of Outstanding Natural Beauty (AONB) (including as underground cable through the AONB) but considered them less preferred to that within which the 2023 preferred draft alignment has been developed. The main reasons include greater effects on residential amenity, close routeing to the Flatford Mill complex of Grade I listed buildings and tourism centre and closer proximity to European designated sites. These considerations were published in the Corridor and Preliminary Routeing and Siting Study (CPRSS) published in support of the 2022 non-statutory consultation and back checked in the 2023 Design Development Report (DDR) published at our 2023 non-statutory consultation. In the absence of new evidence, we consider these reasons for that to be less preferred to remain valid and on this basis no change is currently proposed but we will continue to make

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		changes to the 2024 preferred draft alignment where practicable as we receive further feedback and as the Project develops.
4.13.138	Suggest that the Project is moved further along the B1029 (where there are no houses).	Based on this feedback, National Grid considered an alternative underground cable alignment to the south of Malting Farm. This has similar environmental effects to that of the 2023 preferred draft alignment but is a longer underground cable length. As such, it is less economic and considered to be less preferred. Therefore, no change to the 2023 preferred draft alignment is currently proposed but we will continue to make changes to the 2024 preferred draft alignment where practicable as we receive further feedback and as the Project develops.
4.13.139	Suggest that the Project is re-routed from the Cable Sealing End (CSE) compound at Notley to avoid impact on Little Wenham (e.g., to minimise visual impact from castle / Little Wenham Hall).	National Grid has considered the respondent's feedback highlighting a preference for the Cable Sealing End (CSE) compound to be moved to avoid visual impacts on Little Wenham and Great Wenham and in particular Little Wenham Castle. Following further assessment, we are proposing a change to the 2023 preferred draft alignment to continue the use of underground cable beyond Raydon Airfield with a CSE compound located to the north of it. The Project would then continue as overhead line to the east towards Bramford Substation at a greater distance from Little Wenham and Great Wenham. Further details on this change and the alternatives considered can be found in the Design Development Report (DDR), published as part of the 2024 statutory consultation. Further changes to the 2024 preferred draft alignment will be considered as the Project develops.
4.13.140	Suggest that the Project is routed at least 3 miles (5 km) away from Little Wenham Castle.	National Grid does not use standard minimum distances as a routeing consideration. Applying an arbitrary distance may be too big or too small for the specific circumstances. We utilise the Holford Rules and topic specific guidance informed by feedback and professional judgement to define appropriate corridors and alignments that are consistent with the relevant policy framework and duties. In response to feedback to the 2023 non-statutory consultation, we have modified the draft alignment to increase separation to the Grade I listed buildings at Little Wenham (to around 1.5 km at closest approach). We are undertaking an Environmental Impact Assessment (EIA) to assess the potential impact of the Project, and this will identify any need for additional mitigation. We will continue to make changes to the 2024 preferred draft alignment where practicable as we receive further feedback and as the Project develops.
4.13.141	Suggest that the Project is routed at least 5 miles away from the Area of Outstanding Natural Beauty (AONB).	National Grid considered route corridors that avoid the Dedham Vale Area of Outstanding Natural (AONB) (as set out in the Corridor and Preliminary Routeing and Siting Study (CPRSS) published in 2022), and consider that the additional effects arising from alternatives, such as a third line from Bramford to the Twinstead area and a connection from the Twinstead area to Tilbury via an East Anglia Connection Node (EACN) substation, to be greater than those arising from the draft alignment and to be less compliant with its duties and relevant policies. The 2024 preferred draft alignment through the AONB, with the use of underground cable (both within the AONB and beyond the boundaries) to protect the natural beauty and special qualities of the AONB is in line with relevant policies and our duties. Policy identifies no set distance by which such mitigation should be extended outside the AONB boundary.
4.13.142	Suggest that the Project is routed away from populated / residential areas.	Deciding where and how to build new high voltage electricity lines is a complex issue and National Grid is mindful of the potential effects this infrastructure may have on local communities and the concerns these may bring. We recognise that people living near our transmission infrastructure, including high voltage overhead lines, may have concerns about audible noise and potential health impacts. It has sometimes been suggested that minimum distances between properties and overhead lines should be prescribed.

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		We do not consider this appropriate since each instance must be dealt with on its merits. However, we have always sought to route new lines away from residential property on grounds of general amenity where practicable. Projects of this nature are required to assess the potential environmental impacts of the proposals, and report on those, and set out proposed mitigation, in an Environmental Statement (ES) in accordance with the relevant Environmental Impact Assessment (EIA) Regulations. The EIA starts early in the process and, in that respect, a considerable amount of assessment work has been undertaken to allow preliminary judgements to be made about the design and routeing of the Project. This has been set out in various publications (The Corridor and Preliminary Routeing and Siting Study (CPRSS), published as part of the 2022 non-statutory consultation, the Design Development Report, 2022 Non-Statutory Consultation Feedback Report and Strategic Options Backcheck and Review, published as part of the 2023 non-statutory consultation) with feedback helping shape the preliminary proposals. Further detailed assessment work has been undertaken since the 2023 non-statutory consultation and is published in the Preliminary Environmental Information Report (PEIR) to accompany the statutory consultation stage of the Project. We will be writing up our noise and vibration assessment that will, in addition to other topic specific assessments, form part of the EIA for the Project. Noise levels and the effect on residential properties as well as other sensitive areas, such as hospitals and schools, are carefully considered during planning, assessed according to the appropriate UK standards, and mitigated where necessary. We set strict technical standards for the equipment we install on our network. These will apply to the proposed new East Anglia Connection Node (EACN) substation located in the Tendring District, and extensions required to the existing Norwich Main, Bramford, and Tilbury Substations. These standards include requirements to ensure the occurrence of audible noise is eliminated or reduced as far as practicable. Therefore, significant adverse effects from noise are not expected. Noise from overhead lines is predominately determined by the conductor design, voltage and weather conditions. The overhead line will be designed using a relatively quiet conductor that meets the design specification required, and operational noise is not likely to be significant at nearby sensitive receptors under any weather conditions. Should the iterative design process result in alternative conductor types be used, consideration for this would be assessed within the EIA. Pylon fittings, such as insulators, dampers, spacers, and clamps, are also designed and procured in accordance with a series of National Grid Technical Specifications to reduce the potential for audible noise and tones to occur from all types of fittings. Where noise does occur, it is likely to be localised and of short duration. If this is due to a fault, action can be taken to rectify it. A technical note would be submitted as part of the application for development consent to support scoping out noise associated with overhead lines from the ES. We will also be writing up our Landscape and Visual Impact Assessment (LVIA) that will form part of the EIA for the Project. This will include a write-up of an assessment on both landscape character and visual amenity. Where likely significant effects are anticipated the LVIA will consider and identify areas where it may be necessary and appropriate to put forward potential mitigation as part of an iterative design and assessment process. The health and safety of the public, local communities and employees is central to everything that we do. The UK has a carefully thought-out set of policies for protecting us all against Electric and Magnetic Fields (EMFs), the main component of which is exposure guidelines. The exposure guidelines are set by independent scientific bodies and are based on decades-long studies into the effects of EMFs and ill health. After those decades of research, the weight of evidence is against there being any health risks of EMFs below the guideline limits. Our approach is to ensure that our network comply with those policies, which are set by Government on the advice of their independent

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		advisors. The Project will be designed to ensure it is fully compliant with these policies and guidelines. This ensures that health concerns are properly and adequately addressed. Policies for both noise and EMF are incorporated into the decision-making process for development consent as set out in National Policy Statement (NPS) EN-5. It is National Grid's policy to ensure that all its equipment complies fully with those policies and guidelines. The application for a Development Consent Order (DCO) will include assessments against these polices, including both construction and operational noise and EMF.
4.13.143	Suggest that the Project is routed away from the Fordham Hall Estate / Concern about the impact on Fordham Hall Estate.	The Fordham Hall Estate does not have a designation status that would of itself be considered to influence routeing decision making. National Grid also does not consider overhead line to be incompatible with continued use of the land for recreational or farming activity and developed the 2023 preferred draft alignment to cross narrow parts of replanted woodland within a straight section of alignment to reduce effects. As with other feedback we have nonetheless considered whether effects could be reduced by alternatives. Avoidance of the estate necessitates wide diversions either to the west (between TB034 and TB064 via Hemp's Green and Wick Farm) or the east (between TB042 and TB051 via the west of King's Farm and between Fordham Bridge and Fiddlers Wood Ancient Woodland). Neither of these alternatives were preferred, the eastern is less direct and has substantial routeing restriction considered unacceptable due to numerous utilities and the proximity of watercourse and Ancient Woodland, the west substantially transfers effects. Overall, we consider the limited effects on recently replanted woodland of the straight alignment to remain preferred and consider this does not unduly affect the Fordham Hall Estate. On this basis no change is currently proposed but we will continue to make changes to the 2024 preferred draft alignment where practicable we receive further feedback and as the Project develops.
4.13.144	Suggest that the Project is routed away from the Old Raydon Airfield and surrounding area (i.e. to mitigate impact on an emergency airfield, a United States Army Air Forces (USAAF) World War Two (WWII) war memorial, an area sketched by John Constable, listed buildings, roman heritage and species of birds, and to avoid contradicting the Holford Rules).	National Grid has considered the respondent's feedback highlighting a preference for an alternative route moved away from Raydon and Raydon Airfield. Following further assessment, we are proposing a change to the 2023 preferred draft alignment to site the Cable Sealing End (CSE) compound to the north of the Area of Outstanding Natural Beauty (AONB) and Raydon Airfield. Further details on this change and the alternatives considered can be found in the Design Development Report (DDR), published as part of the 2024 statutory consultation. Further changes to the 2024 preferred draft alignment will be considered as the Project develops.
4.13.145	Suggest that the Project is routed away from wetland and boggy areas near the Fordham Hall Estate, or alternatively that National Grid	The Project design has sought to avoid areas of wetland through a process of design review and refinement. In any areas where, for a balance of technical and environmental reasons, this has not been achieved, the risks of change to supporting land drainage and hydrological regimes is being assessed as part of the Project's Flood Risk Assessment (FRA) and wider Environmental Impact Assessment (EIA). Measures to manage and mitigate potential significant effects will be secured through the Development Consent Order (DCO).

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	explain how it will mitigate the risks of permanent environmental damage in these areas?	Soil surveys will be undertaken along the route of the Project to identify the nature of the soils present, to include soil texture, topsoil horizon thickness and sensitivity in relation to soil handling and reinstatement. This information will be used to develop a Soil Management Plan (to form part of the Outline Code of Construction Practice (CoCP)) which will set out how different soils will be handled and reinstated where applicable to ensure they are restored to as close to their pre-construction condition. Wetland soils are likely to be more sensitive to handling and the approach set out for these locations will reflect the nature of the soils present.
4.13.146	Suggest that the Project is routed slightly further south-east away from Fordham (plan provided by respondent).	This proposed change is less direct with a greater change of direction required and also leads to a more extensive crossing of woodland than the 2023 preferred draft alignment. As such it is less consistent with the Holford Rules and on this basis no change is currently proposed but we will continue to make changes to the 2024 preferred draft alignment where practicable as we receive further feedback and as the Project develops.
4.13.147	Suggest that the Project is routed through Aldham (to reduce the impact on rural businesses).	National Grid has routed and sited the 2023 preferred draft alignment in accordance with the Holford Rules. To route the Project through Aldham would move the 2023 preferred draft alignment closer to residential properties and listed buildings within the village. Therefore, we are not currently proposing a change to the 2023 preferred draft alignment in this area. We will continue to make changes to the 2024 preferred draft alignment as we receive feedback and as the Project develops.
4.13.148	Suggest that the Project route is adjusted to traverse grass fields located to the north of Sandpits Lane (plan provided by respondent) to mitigate the impact of the underground cables on Holton Hall Farm.	National Grid has considered this proposed change but considers it less preferred due to the need to cross an additional small watercourse, greater effects on areas of woodland and a county wildlife site and is less consistent with Holford Rules. On this basis no change is currently proposed but we will continue to make changes to the 2024 preferred draft alignment where practicable as we receive further feedback and as the Project develops.
4.13.149	Suggest that the Project should either go underground the offshore windfarm connections to western side of the A12 to connect with the underground section of the between Langham and Horkesley Heath, or that the substation should be relocated to the west side of the A12 in Boxted.	The Corridor and Preliminary Routeing and Siting Study (CPRSS) published at the 2022 non-statutory consultation and the Design Development Report (DDR) published at the 2023 non-statutory consultation set out the rationale for selecting the East Anglia Connection Node (EACN) substation connection site including its preference over alternatives. This included consideration of the former Royal Air Force (RAF) Boxted site. The reasons not to prefer the former RAF Boxted site remain valid and mainly related to the greater effects considered to likely arise from multiple underground cable corridors being necessary (due to various corridor restrictions) including through the Area of Outstanding Natural Beauty (AONB). The greater effects on the AONB are considered less consistent with National Grid's duties and relevant planning policy and therefore less preferred. On this basis no change is currently proposed but we will continue to make changes to the 2024 preferred draft alignment where practicable as we receive further feedback and as the Project develops.
4.13.150	Suggest that the Project should follow the Bramford to Twinstead overhead line and should be lower type.	The 2022 Corridor and Preliminary Routeing and Siting Study (CPRSS) and both 2023 Design Development Report (DDR) and Strategic Options Backcheck Review (SOBR) have considered the most economic and efficient means for achieving the necessary reinforcement and connecting the contracted customers at the East Anglia Connection Node (EACN) substation. These reports considered options following the Bramford to Twinstead line but have all

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		concluded the Project is most appropriate if developed between Norwich, Bramford, the EACN substation and Tilbury as a predominantly overhead line based onshore project. No new information beyond the respondent's preference is provided. National Grid's previous conclusions remain unchanged. On this basis no change is currently proposed but we will continue to make changes to the 2024 preferred draft alignment where practicable as we receive further feedback and as the Project develops.
4.13.151	Suggest that the Project should follow the existing overhead line from Lawford to Bramford (as the Project is already following this overhead line to the north of Flowton Change).	The different sections of 132 kV network referred to by the respondent are in very different policy contexts. The one to the north of Flowton is not within a designated area and is considered a preferred alignment for a new 400 kV overhead line because the magnitude of change in effects is reduced. The existing 132 kV overhead line from Bramford to Lawford routes as an overhead line, through the Dedham Vale Area of Outstanding Natural Beauty (AONB). We have previously considered this and other corridors through the AONB but considered them less preferred to that within which the 2023 preferred draft alignment has been developed. The main reasons include greater effects on residential amenity, close routeing to the Flatford Mill complex of Grade I listed buildings and tourism centre and closer proximity to European designated sites. These considerations were published in the Corridor and Preliminary Routeing and Siting Study (CPRSS) published as part of the 2022 non-statutory consultation. In the absence of new evidence, National Grid consider these reasons to remain valid and no change is currently proposed.
4.13.152	Suggest that the Project should run in closer to / parallel to the existing 400 kV overhead lines.	National Grid notes the potential for close paralleling existing overhead lines to reduce the level of effects that may arise from a new overhead line. However, where existing overhead lines are present along the proposed route, there are constraints and features that mean, overall, we consider close paralleling would lead to greater effects on receptors in the area and be less compliant with the Holford Rules or be less consistent with the policy to be economic and efficient. A number of residential properties are present in close proximity to the existing 400 kV overhead line meaning that if the overhead lines were close paralleled it would result in the properties having an overhead line close to both sides. There are also some locations where the combination of existing physical and environmental features (road infrastructure, commercial and residential properties etc) present very substantial challenges to routeing and siting. As a result, whilst close paralleling may appear beneficial in some sections, overall, the increased environmental effects where the overhead lines have to converge and diverge, and those increased effects on properties with overhead lines on both sides are considered greater than those introduced by a new overhead line separated from existing 400 kV overhead lines. Whilst crossings and use of underground cable technology may be able to address various constrained locations, we consider the costs and environmental effects arising from the additional infrastructure required to be less compliant with our duties and relevant policies.
4.13.153	Suggest that the pylons TB065 and TB066 are relocated away from The Old Rectory and Little Tey Barn (to avoid health impact from electric and magnetic fields to	National Grid has routed and sited the 2023 preferred draft alignment in accordance with the Holford Rules. In order to move TB065 and TB066 further away from The Old Rectory and Little Tey Barn, we would have to increase the length of the overhead line and increase the number of angle pylons, which would be less consistent with the Holford Rules. TB065 and TB066 are currently positioned approximately midway between the two listed buildings as the 2023 preferred draft alignment crosses Great Tey Road, we are therefore not currently proposing a change to the 2023 preferred draft alignment in this location. We are undertaking an Environmental Impact Assessment (EIA) to assess the potential impact of the Project, and this will identify any need for additional mitigation. We will continue to

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	families and children, and impact on views).	make changes to the 2024 preferred draft alignment where practicable as we receive further feedback and as the Project develops. The safety of the public, local communities and our employees is central to everything we do. Health considerations are given a high priority in the process by which we arrive at any proposals for new electricity circuits. Assessment of compliance with national guidance and policies is key to our approach. We follow guidance given by the Government and authoritative independent scientific organisations, such as the World Health Organization (WHO) and The UK Health Security Agency (UKHSA), to ensure public safety and that our equipment complies with the appropriate independent safety standards. The UK has a carefully thought-out set of policies for managing electric and magnetic fields (EMFs), which includes both numerical exposure guidelines to protect against established, acute effects of EMFs, and precautionary policies to provide appropriate protection against the possibility of chronic effects of EMFs at lower levels, including, specifically, protection against the possibility of a risk for childhood leukaemia. These policies are incorporated into the decision-making process for development consent in National Policy Statement (NPS) EN-5. Our approach is to ensure that all our assets comply with those policies, which will be publicly documented in the Development Consent Order (DCO) application.
4.13.154	Suggest that the route be moved in line with or replace the existing 132 kV pylon line from Lawford to Bramford.	The existing 132 kV overhead line from Bramford to Lawford routes, as an overhead line, through the Dedham Vale Area of Outstanding Natural Beauty (AONB). National Grid has previously considered this and other corridors through the AONB (including as underground cable through the AONB) but considered them less preferred to that within which the 2023 preferred draft alignment has been developed. The main reasons include greater effects on residential amenity, close routeing to the Flatford Mill complex of Grade I listed buildings and tourism centre and closer proximity to European designated sites. These considerations were published in the Corridor and Preliminary Routeing and Siting Study (CPRSS) published in support of the 2022 non-statutory consultation and back checked in the 2023 Design Development Report (DDR) published at our 2023 non-statutory consultation. In the absence of new evidence, we consider these reasons for the alignment of the existing 132 kV overhead line to be less preferred, remain valid and on this basis no change is currently proposed but we will continue to make changes to the 2024 preferred draft alignment where practicable as we receive further feedback and as the Project develops.
4.13.155	Suggest that the Sealing End Compound at Great Horkesley is relocated significantly further east and that a location on less fertile agricultural land / uncultivated land is considered.	In response to feedback, National Grid has considered whether the Cable Sealing End (CSE) compound location to the east of Great Horkesley could be moved further east. Relatively localised movement to the edge of the field or into the next field to the east are constrained by gas and water pipelines and the edge of properties and hedgelines to the north. Movement may be possible further east, but this would increase the underground cable length. In all cases we concluded that the effects reported as driving the request for change did not, in the context of national policy or National Grid's statutory duties, justify the higher cost of underground cables to bill-paying consumers, and the environmental implications of installing and maintaining them. Nevertheless, the Environmental Impact Assessment (EIA) will assess the impact of the Project and will identify any need for additional mitigation.
4.13.156	Suggest that the spinney affected by the Project near the B1029 is avoided for access roads.	Construction access, egress and associated traffic routes are being considered and discussed with the appropriate local and national highways authorities. The detailed proposals will be consulted on during the 2024 statutory consultation.

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4.13.157	Suggest that the spinney affected by the Project near the B1029 is protected by digging under it.	National Grid has assessed the 2023 preferred draft alignment in this area and is currently proposing to cross the B1029 as open trench excavation, therefore we are currently not proposing to dig under the woodland. The additional cost of a trenchless crossing in this location is not currently considered to be justified in light of this particular group of trees. Therefore, no change to the 2023 preferred draft alignment is currently proposed but we will continue to make changes to the 2024 preferred draft alignment where practicable as we receive further feedback and as the Project develops. We are undertaking an Environmental Impact Assessment (EIA) to assess the potential impact of the Project, and this will identify any need for additional mitigation.
4.13.158	Suggest that the substation is relocated away from Notley to a dip in the landscape.	National Grid has carefully considered the feedback received during the 2023 non-statutory consultation and has assessed a number of alternatives for the 2024 preferred draft alignment around Notley Enterprise Park. Following further assessment, we are proposing a change to the siting of the Cable Sealing End (CSE) compound to the north of Raydon Airfield, extending the underground cable length by 1.5 km. This change will move the 2023 preferred draft alignment from approximately JC026 to JC034 further north. This is to a site where there is more extensive existing screening from trees achieving at least part of the change requested but by an alternate means. We will continue to make changes to the 2024 preferred draft alignment where practicable as we receive further feedback and as the Project develops.
4.13.159	Suggest that the substation should be in the Hadleigh direction from Bramford.	National Grid notes that this refers to the Cable Sealing End (CSE) for the transition to underground cable rather than the East Anglia Connection Node (EACN) substation per se. Positioning the CSE compound in the Hadleigh direction would require a third overhead line parallel to the existing overhead line and the proposed Bramford to Twinstead Reinforcement. This would need to cross both such overhead lines by use of an additional underground cable section between CSE compounds. While potentially deliverable and reducing effects at Little Wenham, this transfers effects to other receptors and at much greater cost and therefore provides a less economic and efficient solution less consistent with National Grid's duties and relevant policies. This change is therefore not currently proposed, though National Grid notes that other changes to the 2023 preferred draft alignment, responding to other requests, address some of the drivers for change raised by this request. We are undertaking an Environmental Impact Assessment (EIA) to assess the potential impact of the Project, and this will identify any need for additional mitigation
4.13.160	Suggest that the use of underground cables for the Project from Little Horkesley is extended to at least as far as the alternate site proposed in the National Grid documents, and potentially further.	National Grid has carefully considered the feedback received during the 2023 non-statutory consultation, the alternatives available, and other factors including our duties and obligations. These duties include balancing the need to be economic, efficient, and keep costs down in the interests of the bill-paying consumers, balanced against a duty to have regard to preserving amenity, the natural environment, cultural heritage, landscape, and visual quality. National Policy Statement (NPS) EN-5 makes clear that *'the Government's position that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or Areas of Outstanding Natural Beauty (AONBs))'*. The NPS also confirms that widespread and significant adverse landscape and/or visual impacts in other locations may also justify the use of undergrounding. We may also adopt underground cables in other circumstances such as to cross existing 400 kV overhead line infrastructure. After consideration of feedback on the 2023 non-statutory consultation and informed by additional study, we assessed whether the Cable Sealing End (CSE) compound locations to the east and west of Great Horkesley should be moved to locations further from the AONB. We concluded that the effects reported to drive a request for change

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		did not, in the context of national policy or National Grid's statutory duties, justify the higher cost of a greater length of underground cables to bill-paying consumers, and the environmental implications of installing and maintaining them. Nevertheless, the Environmental Impact Assessment (EIA) will assess the impact of the Project and will identify any need for additional mitigation. We will continue to make changes to the draft alignment where practicable as we receive further feedback and as the Project develops.
4.13.161	Suggest that the use of underground cables for the Project is extended to TB048 (e.g. to mitigate impact on Wormingford Airfield).	National Grid has carefully considered the feedback received during the 2023 non-statutory consultation, the alternatives available, and other factors including our duties and obligations. These duties include balancing the need to be economic, efficient, and keep costs down in the interests of the bill-paying consumers, balanced against a duty to have regard to preserving amenity, the natural environment, cultural heritage, landscape, and visual quality. National Policy Statement (NPS) EN-5 makes clear that *'the Government's position that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or Areas of Outstanding Natural Beauty (AONBs))'*. The NPS also confirms that widespread and significant adverse landscape and/or visual impacts in other locations may also justify the use of undergrounding. We may also adopt underground cables in other circumstances such as to cross existing 400 kV overhead line infrastructure. After consideration of feedback on the 2023 non-statutory consultation and informed by additional assessment, we also considered whether the Cable Sealing End (CSE) compound locations to the west of Great Horkesley should be moved to locations further from the AONB. We concluded that the effects reported to drive a request for change did not, in the context of national policy or National Grid's statutory duties, justify the higher cost of additional underground cables to bill-paying consumers, and the environmental implications of installing and maintaining them. Nevertheless, the Environmental Impact Assessment (EIA) will assess the impact of the Project and will identify any need for additional mitigation. National Grid has appointed an independent aviation consultancy which has engaged (with National Grid also present) with Wormingford Airfield. Following this and further assessment it has been determined, with the Project as currently proposed, that the airfield can continue to operate. We will continue to engage with nearby airfields as appropriate throughout the project development process.
4.13.162	Suggest that the use of underground cables is considered in the area near to Ford Street (to minimise impact on listed buildings) depending on the archaeological impacts of underground cables.	National Grid has carefully considered the feedback received during the 2023 non-statutory consultation, the alternatives available, and other factors including our duties and obligations. These duties include balancing the need to be economic, efficient, and keep costs down in the interests of the bill-paying consumers, balanced against a duty to have regard to preserving amenity, the natural environment, cultural heritage, landscape, and visual quality. National Policy Statement (NPS) EN-5 makes clear that *'the Government's position that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or Areas of Outstanding Natural Beauty (AONBs))'*. The NPS also confirms that widespread and significant adverse landscape and/or visual impacts in other locations may also justify the use of undergrounding. We may also adopt underground cables in other circumstances such as to cross existing 400 kV overhead line infrastructure.

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		No such designations or crossing locations have been identified in this section which is therefore proposed as an overhead line at this stage. We are undertaking an Environmental Impact Assessment (EIA) to assess the potential impact of the Project, and this will identify any need for additional mitigation.
4.13.163	Suggest that the use of underground cables is extended from northwards to Chattisham.	National Grid has carefully considered the feedback received during the 2023 non-statutory consultation, the alternatives available, and other factors including our duties and obligations. These duties include balancing the need to be economic, efficient, and keep costs down in the interests of the bill-paying consumers, balanced against a duty to have regard to preserving amenity, the natural environment, cultural heritage, landscape, and visual quality. National Policy Statement (NPS) EN-5 makes clear that *'the Government's position that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or Areas of Outstanding Natural Beauty (AONBs))'.* The NPS also confirms that widespread and significant adverse landscape and/or visual impacts in other locations may also justify the use of undergrounding. We may also adopt underground cables in other circumstances such as to cross existing 400 kV overhead line infrastructure. National Grid is currently proposing to utilise underground cable for approximately 16 km from the East Anglia Connection Node (EACN) substation through the AONB to a Cable Sealing End (CSE) compound to the north of Raydon Airfield. No such designations or crossing locations have been identified in the section from the proposed CSE compound, north to Bramford Substation, which is therefore proposed as an overhead line at this stage. We are undertaking an Environmental Impact Assessment (EIA) to assess the potential impact of the Project, and this will identify any need for additional mitigation.
4.13.164	Suggest that the use of underground cables is extended from Raydon Airfield to Bramford.	National Grid has carefully considered the feedback received during the 2023 non-statutory consultation, the alternatives available, and other factors including our duties and obligations. These duties include balancing the need to be economic, efficient, and keep costs down in the interests of the bill-paying consumers, balanced against a duty to have regard to preserving amenity, the natural environment, cultural heritage, landscape, and visual quality. National Policy Statement (NPS) EN-5 makes clear that *'the Government's position that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or Areas of Outstanding Natural Beauty (AONBs))'.* The NPS also confirms that widespread and significant adverse landscape and/or visual impacts in other locations may also justify the use of undergrounding. We may also adopt underground cables in other circumstances such as to cross existing 400 kV overhead line infrastructure. We are currently proposing to utilise underground cable for approximately 16 km from the East Anglia Connection Node (EACN) substation through the AONB to a Cable Sealing End (CSE) compound to the north of Raydon Airfield. No such designations or crossing locations have been identified in the section from the proposed CSE compound north to Bramford Substation, which is therefore proposed as an overhead line at this stage. We are undertaking an Environmental Impact Assessment (EIA) to assess the potential impact of the Project, and this will identify any need for additional mitigation.
4.13.165	Suggest that the use of underground cables is extended from the Area of	National Grid has considered the respondent's feedback highlighting a preference for the use of underground cables to be extended further past Little Wenham and Great Wenham. Following further assessment, we are proposing a change to the 2023 preferred draft alignment to continue the use of underground cable beyond the airfield with a

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	Outstanding Natural Beauty (AONB) further past Little Wenham and Great Wenham.	Cable Sealing End (CSE) compound located to the north of it. The Project would then continue as overhead line to the east towards Bramford Substation at a greater distance from Little Wenham and Great Wenham. Further details on this change and the alternatives considered can be found in the Design Development Report (DDR), published as part of the 2024 statutory consultation. Further changes to the 2024 preferred draft alignment will be considered as the Project develops.
4.13.166	Suggest that T-pylons are used beyond Washbrook.	The 2024 preferred draft alignment reflects the use of standard lattice pylons. The use of other pylon designs is still under consideration, if an overhead line route is progressed. We have and will continue to carry out further assessments on pylon design. Our assessments will include visual impacts and mitigation, environmental and ecological considerations, construction, and lifetime maintenance effects. Different designs in use in the UK include: • standard lattice; • lower height lattice; and • T-pylons. The findings from our assessments will be published in Appendix C of the Design Development Report (DDR) as part of our 2024 statutory consultation. We will continue to consider the use of alternative pylon types should further feedback be received from the 2024 statutory consultation.
4.13.167	Suggest that two parallel overhead lines are used for both legs into and out of the East Anglia Connection Node (EACN) substation, rather than overhead lines being used for one leg and underground cables used for the other leg, with the Cable Sealing End (CSE) compound located outside of the Area of Outstanding Natural Beauty (AONB).	As set out in the Design Development Report (DDR) submitted as part of the 2023 non-statutory consultation, National Grid did not consider that a suitable location for a Cable Sealing End (CSE) compound was available to the south of the Area of Outstanding Natural Beauty (AONB) and north of Ardleigh. Additionally, considering the potential effects from parallel overhead lines on residential amenity and heritage assets that would be in close proximity to the East Anglia Connection Node (EACN) substation, a decision was taken to continue the underground cable through the AONB to the EACN substation. While noting the respondent's preference and noting that installation of underground cables leads to its own effects and greater construction stage effects on farming activity, in the absence of new evidence we consider the 2023 preferred draft alignment and combination of one connection as underground cable and one as overhead line to be appropriate. We are undertaking an Environmental Impact Assessment (EIA) to assess the potential impact of the Project, and this will identify any need for additional mitigation.
4.13.168	Suggest that underground cables are routed in agricultural land rather than residential land.	National Grid develops its proposals using the Holford Rules (as described in Chapter 1 of this report) and must respond to the presence of existing constraints and environmental features. Residential properties will be avoided wherever possible and whilst the use of open, flat land is favoured, there are some instances where areas closer to residential receptors cannot be avoided as a result of the constraints and features present, or where diversions to utilise, open agricultural land would result in a longer route with additional changes of direction.

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4.13.169	Suggest that underground cables are used between Dedham and Washbrook.	National Grid has carefully considered the feedback received during the 2023 non-statutory consultation, the alternatives available, and other factors including our duties and obligations. These duties include balancing the need to be economic, efficient, and keep costs down in the interests of the bill-paying consumers, balanced against a duty to have regard to preserving amenity, the natural environment, cultural heritage, landscape, and visual quality. National Policy Statement (NPS) EN-5 makes clear that *'the Government's position that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or Areas of Outstanding Natural Beauty (AONBs))'*. The NPS also confirms that widespread and significant adverse landscape and/or visual impacts in other locations may also justify the use of undergrounding. We may also adopt underground cables in other circumstances such as to cross existing 400 kV overhead line infrastructure. The area north of the AONB through to Washbrook is not subject to such designations or crossing location of existing 400 kV overhead line and is therefore proposed as an overhead line at this stage. We respond to the potential for effects by careful routeing and pylon siting in the first instance. We are undertaking an Environmental Impact Assessment (EIA) to assess the potential impact of the Project, and this will identify any need for additional mitigation.
4.13.170	Suggest that underground cables are used between Dedham to Bramford.	National Grid has carefully considered the feedback received during the 2023 non-statutory consultation, the alternatives available, and other factors including our duties and obligations. These duties include balancing the need to be economic, efficient, and keep costs down in the interests of the bill-paying consumers, balanced against a duty to have regard to preserving amenity, the natural environment, cultural heritage, landscape, and visual quality. National Policy Statement (NPS) EN-5 makes clear that '*the Government's position that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or Areas of Outstanding Natural Beauty (AONBs))'.* The NPS also confirms that widespread and significant adverse landscape and/or visual impacts in other locations may also justify the use of undergrounding. We may also adopt underground cables in other circumstances such as to cross existing 400 kV overhead line infrastructure. National Grid is currently proposing to utilise underground cable for approximately 16 km from the East Anglia Connection Node (EACN) substation through the AONB to a Cable Sealing End (CSE) compound to the north of Raydon Airfield. No such designations or crossing locations have been identified in the section from the proposed CSE compound, north to Bramford Substation, which is therefore proposed as an overhead line at this stage. We are undertaking an Environmental Impact Assessment (EIA) to assess the potential impact of the Project, and this will identify any need for additional mitigation.
4.13.171	Suggest that underground cables are used between Dedham Vale and the Washbrook.	National Grid has carefully considered the feedback received during the 2023 non-statutory consultation, the alternatives available, and other factors including our duties and obligations. These duties include balancing the need to be economic and efficient, which includes keeping costs down in the interests of the bill-paying consumers, with a duty to have regard to preserving amenity, which includes the natural environment, cultural heritage, landscape, and visual quality. National Policy Statement (NPS) EN-5 makes clear that *'the Government's position that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or Areas of Outstanding Natural Beauty (AONBs))'*. The NPS also confirms that widespread and significant

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		adverse landscape and/or visual impacts in other locations may also justify the use of undergrounding. We may also adopt underground cables in other circumstances such as to cross existing 400 kV overhead line infrastructure. We are currently proposing to utilise underground cable for approximately 16 km from the East Anglia Connection Node (EACN) substation through the AONB to a Cable Sealing End (CSE) compound to the north of Raydon Airfield. No such designations or crossing locations have been identified in the section from the proposed CSE compound, north to Bramford Substation, which is therefore proposed as an overhead line at this stage. We are undertaking an Environmental Impact Assessment (EIA) to assess the potential impact of the Project, and this will identify any need for additional mitigation.
4.13.172	Suggest that underground cables are used between JC020 to JC023 (inclusive).	National Grid has carefully considered the feedback received during the 2023 non-statutory consultation, the alternatives available, and other factors including our duties and obligations. These duties include balancing the need to be economic, efficient, and keep costs down in the interests of the bill-paying consumers, balanced against a duty to have regard to preserving amenity, the natural environment, cultural heritage, landscape, and visual quality. National Policy Statement (NPS) EN-5 makes clear that *'the Government's position that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or Areas of Outstanding Natural Beauty (AONBs))'.* The NPS also confirms that widespread and significant adverse landscape and/or visual impacts in other locations may also justify the use of undergrounding. We may also adopt underground cables in other circumstances such as to cross existing 400 kV overhead line infrastructure. No such designations or crossing locations have been identified in this section, between JC020 and JC023, which is therefore proposed as an overhead line at this stage. We are undertaking an Environmental Impact Assessment (EIA) to assess the potential impact of the Project, and this will identify any need for additional mitigation.
4.13.173	Suggest that underground cables are used between JC033 and JC035.	National Grid has carefully considered the feedback received during the 2023 non-statutory consultation and has assessed a number of alternatives for the 2024 preferred draft alignment around Notley Enterprise Park. Following further assessment, we are proposing a change to the siting of the Cable Sealing End (CSE) compound to the north of Raydon Airfield, extending the underground cable length by 1.5 km. This change will move the 2023 preferred draft alignment from approximately JC026 to JC034 further north and is considered to be substantively consistent with the change requested albeit achieved on a new alignment. We will continue to make changes to the 2024 preferred draft alignment where practicable as we receive further feedback and as the Project develops.
4.13.174	Suggest that underground cables are used between pylons TB053 to TB058.	National Grid has carefully considered the feedback received during the 2023 non-statutory consultation, the alternatives available, and other factors including our duties and obligations. These duties include balancing the need to be economic, efficient, and keep costs down in the interests of the bill-paying consumers, balanced against a duty to have regard to preserving amenity, the natural environment, cultural heritage, landscape, and visual quality. National Policy Statement (NPS) EN-5 makes clear that *'the Government's position that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or Areas of Outstanding Natural Beauty (AONBs))'.* The NPS also confirms that widespread and significant adverse

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		landscape and/or visual impacts in other locations may also justify the use of undergrounding. We may also adopt underground cables in other circumstances such as to cross existing 400 kV overhead line infrastructure. No such designations or crossing locations have been identified between pylons TB053 to TB058 which is therefore proposed as an overhead line at this stage. We are undertaking an Environmental Impact Assessment (EIA) to assess the potential impact of the Project, and this will identify any need for additional mitigation.
4.13.175	Suggest that underground cables are used for the entire Project.	National Grid has carefully considered the feedback received during consultation, the alternatives available, and other factors including our duties and obligations. These duties include balancing the need under The Electricity Act 1989 to be economic and efficient, which includes keeping costs down in the interests of the bill-paying consumers, with a duty to have regard to preserving amenity, which includes the natural environment, cultural heritage, landscape and visual quality. The National Policy Statement (NPS) EN-5 makes clear that *'the Government's position that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or Areas of Outstanding Natural Beauty (AONBs))'.* The NPS also confirms that widespread and significant adverse landscape and/or visual impacts in other locations may also justify the use of undergrounding. We may also adopt underground cables in other circumstances such as to cross existing 400 kV overhead line infrastructure. Therefore, whilst undergrounding the whole route is not considered appropriate, National Grid's proposals do include underground cable within the Dedham Vale AONB in accordance with NPS EN-5. Prior to our 2023 non-statutory consultation we identified the need to extend the underground cable beyond the AONB boundary because of potential effects, we have further extended this section of underground cable following consideration of feedback on our 2023 non-statutory consultation and additional investigation into potential effects. We also identified an approximately 4 km section near Great Horkesley as meeting the particularly sensitive criteria where underground cable is also proposed and following consideration of feedback to the 2023 non-statutory consultation, we are reviewing the potential to utilise around 2 km of underground cable near Diss though this is subject to review of the findings of ground investigations and further studies. Additionally, underground cable is proposed at Fairstead for a 400 kV overhead line crossing and for around 5 km for the crossing of the Lower Thames Crossing (LTC) proposals and line entry to Tilbury Substation.
4.13.176	Suggest that underground cables are used from Bramford to the East Anglia Connection Node (EACN) substation.	Somewhere around half of this part of the connections proposed as underground cable as a consequence of routeing through the Area of Outstanding Natural Beauty (AONB) or effects extending into its setting. The remainder between Bramford and Raydon airstrip is outside the AONB and National Grid do not consider that the effects, in the context of national policy or National Grid's statutory duties, justify the higher cost of underground cables to bill-paying consumers, and the environmental implications of installing and maintaining them. Nevertheless, the Environmental Impact Assessment (EIA) will assess the impact of the Project and will identify any need for additional mitigation.
4.13.177	Suggest that underground cables are used from pylon TB072 following the line to the A120 to the other side of Adco	National Grid has carefully considered the feedback received during the 2023 non-statutory consultation, the alternatives available, and other factors including our duties and obligations. These duties include balancing the need to be economic, efficient, and keep costs down in the interests of the bill-paying consumers, balanced against a duty to have regard to preserving amenity, the natural environment, cultural heritage, landscape, and visual quality.

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	Industrial Park to then go north via underground cables to TB053.	National Policy Statement (NPS) EN-5 makes clear that *'the Government's position that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or Areas of Outstanding Natural Beauty (AONBs))'.* The NPS also confirms that widespread and significant adverse landscape and/or visual impacts in other locations may also justify the use of undergrounding. We may also adopt underground cables in other circumstances such as to cross existing 400 kV overhead line infrastructure. No such designations or crossing locations have been identified in this section which is therefore proposed as an overhead line at this stage. We are undertaking an Environmental Impact Assessment (EIA) to assess the potential impact of the Project, and this will identify any need for additional mitigation.
4.13.178	Suggest that underground cables are used from the Burstall Substation through the parishes of Burstall, Hintlesham and Chattisham to Raydon Airfield (i.e. to avoid the need for a new Cable Sealing End (CSE) compound at Raydon where the line is undergrounded through the Area of Outstanding Natural Beauty (AONB)).	National Grid has carefully considered the feedback received during the 2023 non-statutory consultation, the alternatives available, and other factors including our duties and obligations. These duties include balancing the need to be economic, efficient, and keep costs down in the interests of the bill-paying consumers, balanced against a duty to have regard to preserving amenity, the natural environment, cultural heritage, landscape, and visual quality. National Policy Statement (NPS) EN-5 makes clear that *'the Government's position that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or Areas of Outstanding Natural Beauty (AONBs))'.* The NPS also confirms that widespread and significant adverse landscape and/or visual impacts in other locations may also justify the use of undergrounding. We may also adopt underground cables in other circumstances such as to cross existing 400 kV overhead line infrastructure. National Grid is currently proposing to use underground cable for approximately 16 km from the East Anglia Connection Node (EACN) substation through the AONB to a Cable Sealing End (CSE) compound to the north of Raydon Airfield. No such designations or crossing locations have been identified in the section from the proposed CSE compound, north to Bramford Substation, which is therefore proposed as an overhead line at this stage. We are undertaking an Environmental Impact Assessment (EIA) to assess the potential impact of the Project, and this will identify any need for additional mitigation.
4.13.179	Suggest that underground cables are used from the existing substation to the A134.	National Grid has carefully considered the feedback received during the 2023 non-statutory consultation, the alternatives available, and other factors including our duties and obligations. These duties include balancing the need to be economic, efficient, and keep costs down in the interests of the bill-paying consumers, balanced against a duty to have regard to preserving amenity, the natural environment, cultural heritage, landscape, and visual quality. National Policy Statement (NPS) EN-5 makes clear that *'the Government's position that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or Areas of Outstanding Natural Beauty (AONBs))'.* The NPS also confirms that widespread and significant adverse landscape and/or visual impacts in other locations may also justify the use of undergrounding. We may also adopt underground cables in other circumstances such as to cross existing 400 kV overhead line infrastructure. No such designations or crossing locations have been identified between Bramford Substation to the A134 which is therefore proposed as an overhead line at this stage. We are undertaking an Environmental Impact Assessment (EIA) to assess the potential impact of the Project, and this will identify any need for additional mitigation.

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4.13.180	Suggest that underground cables are used north of Ardleigh (east of the A12 to the East Anglia Connection Node (EACN) substation to reduce visual impact).	National Grid has carefully considered the feedback received during the 2022 and 2023 non-statutory consultations, the alternatives available, and other factors including our duties and obligations. These duties include balancing the need to be economic and efficient, which includes keeping costs down in the interests of the bill-paying consumers, with a duty to have regard to preserving amenity, which includes the natural environment, cultural heritage, landscape and visual quality. National Policy Statement (NPS) EN-5 makes clear that *'the Government's position that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or Areas of Outstanding Natural Beauty (AONBs))'.* The NPS also confirms that widespread and significant adverse landscape and/or visual impacts in other locations may also justify the use of undergrounding. We may also adopt underground cables in other circumstances such as to cross existing 400 kV overhead line infrastructure. The connection to the north of Ardleigh from the East Anglia Connection Node (EACN) substation towards Tilbury is outside the AONB and we do not consider that the effects, in the context of national policy or National Grid's statutory duties, justify the higher cost of underground cables to bill-paying consumers, and the environmental implications of installing and maintaining them. Nevertheless, the Environmental Impact Assessment (EIA) will assess the impact of the Project and will identify any need for additional mitigation.
4.13.181	Suggest that underground cables are used north of the Area of Outstanding Natural Beauty (AONB) so that the Project cannot be seen from Little Wenham Castle.	National Grid has considered the respondent's feedback highlighting a preference for the Cable Sealing End (CSE) compound to be moved to avoid visual impacts on Little Wenham and Great Wenham and in particular Little Wenham Castle. Following further assessment, we are proposing a change to the 2023 preferred draft alignment to continue the use of underground cable beyond Raydon Airfield with a CSE compound located to the north of it. The Project would then continue as overhead line to the east towards Bramford Substation at a greater distance from Little Wenham and Great Wenham. Further details on this change and the alternatives considered can be found in the Design Development Report (DDR), published as part of the 2024 statutory consultation. Further changes to the 2024 preferred draft alignment will be considered as the Project develops.
4.13.182	Suggest that underground cables are used within at least 2 km of the Area of Outstanding Natural Beauty (AONB) (as indicated within the Corridor and Preliminary Routeing and Siting Study (CPRSS)).	National Grid does not utilise a set distance from the Area of Outstanding Natural Beauty (AONB) as the basis to define the extent of any underground cable extending into the setting and does not consider this is stated as a basis in the Corridor and Preliminary Routeing and Siting Study (CPRSS) published at the 2022 non-statutory consultation. The approach adopted responds to the specific circumstances of each location and is therefore guided by the nature of the special qualities, existing screening by landform or vegetation rather than a predefined standard. Each Cable Sealing End (CSE) compound has been sited with this in mind and are at different distances from the AONB boundary.
4.13.183	Suggest that underground cables are used within at least 5 km of the Area of Outstanding Natural Beauty	National Policy Statement (NPS) EN-5 makes it clear that the Government expects overhead lines to be appropriate in most instances, although it recognises that there may be, at particularly sensitive locations which includes nationally designated areas such as Areas of Outstanding Natural Beauty (AONB), potential adverse landscape and visual impacts of an overhead line that make it unacceptable in planning terms. National Grid therefore adopts

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	(AONB) / pylons used at least 5 km away (preferably 10 km).	underground cable technology as mitigation within areas such as AONBs. Policy identifies no set distance by which such mitigation should be extended outside the AONB boundary. National Grid identifies the requirement for mitigation (whether by additional planting, type of pylon or choice of alternative technology such as underground cable) based on consideration of the potential effects that may arise on a case by case basis. This takes into account the specific details of the designation (including special qualities, key views etc) and local circumstances including landform and existing vegetation. This approach allows consideration of the predicted effects arising from cable or overhead line technology and the Cable Sealing End (CSE) compounds (the transition sites between technologies) rather than applying an arbitrary distance that may be too great or too small for the specific circumstances.
4.13.184	Suggest that underground cables at Hunters Chase are routed further south towards Ardleigh.	Based on this feedback, National Grid considered an alternative underground cable alignment to the south of Malting Farm. This has similar environmental effects to that of the 2023 preferred draft alignment but is a longer underground cable length. As such, it is less economic and considered to be less preferred. On this basis no change is currently proposed but we will continue to make changes to the 2024 preferred draft alignment where practicable as we receive further feedback and as the Project develops.
4.13.185	Suggest that underground cables extend to pylon TB042 to mitigate impact on protected landscapes and listed buildings.	National Grid has carefully considered the feedback received during the 2023 non-statutory consultation, the alternatives available, and other factors including our duties and obligations. These duties include balancing the need to be economic, efficient, and keep costs down in the interests of the bill-paying consumers, balanced against a duty to have regard to preserving amenity, the natural environment, cultural heritage, landscape, and visual quality. National Policy Statement (NPS) EN-5 makes clear that *'the Government's position that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or Areas of Outstanding Natural Beauty (AONBs))'.* The NPS also confirms that widespread and significant adverse landscape and/or visual impacts in other locations may also justify the use of undergrounding. We may also adopt underground cables in other circumstances such as to cross existing 400 kV overhead line infrastructure. No such designations or crossing locations have been identified between the currently proposed Cable Sealing End (CSE) compound and TB042 nor is it considered that the effects outside the AONB are of a level material to the AONB and its special qualities. This section continues therefore to be proposed as an overhead line at this stage. We are undertaking an Environmental Impact Assessment (EIA) to assess the potential impact of the Project, and this will identify any need for additional mitigation.
4.13.186	Suggest that underground cables in the region of Birchwood Road, Dedham should be located as far west as possible, adjacent to the A12, to minimise disruption.	Moving the underground cable crossing of Birchwood Road to the west will increase the underground cable length and be less direct. This is less consistent with National Grid duties under the Electricity Act and whilst potentially benefiting the respondent will increase effects on farming activity by the longer route. Therefore, no change to the 2023 preferred draft alignment is currently proposed but we will continue to make changes to the 2024 preferred draft alignment where practicable as we receive further feedback and as the Project develops. We are undertaking an Environmental Impact Assessment (EIA) to assess the potential impact of the Project, and this will identify any need for additional mitigation.

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4.13.187	Suggest that underground cables should be extended from Great Horkesley to the A12 (to avoid impacting Hillhouse Wood, Fordham and the Colne Valley).	National Grid has carefully considered the feedback received during the 2023 non-statutory consultation, the alternatives available, and other factors including our duties and obligations. These duties include balancing the need to be economic and efficient, which includes keeping costs down in the interests of the bill-paying consumers, with a duty to have regard to preserving amenity, which includes the natural environment, cultural heritage, landscape, and visual quality. National Policy Statement (NPS) EN-5 makes clear that *'the Government's position that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or Areas of Outstanding Natural Beauty (AONBs))'.* The NPS also confirms that widespread and significant adverse landscape and/or visual impacts in other locations may also justify the use of undergrounding. We may also adopt underground cables in other circumstances such as to cross existing 400 kV overhead line infrastructure. We are proposing the section of underground cable at Great Horkesley due to potential impacts on the setting of the AONB. No further impacts necessitating a change to underground cable technology have been identified in respect of the setting of the AONB nor other such designations or crossing locations identified in this section which is therefore proposed as an overhead line at this stage. We are undertaking an Environmental Impact Assessment (EIA) to assess the potential impact of the Project, and this will identify any need for additional mitigation.
4.13.188	Suggest that underground cables should be extended from the East Anglia Connection Node (EACN) substation (at Ardleigh) to the Cable Sealing End (CSE) compound at Great Horkesley (to A12) / suggest that underground cables should be extended from pylon TB001 to TB035 (removing need for CSE compound).	The relevant National Policy Statement (NPS) is EN-5 makes clear that *'the Government's position that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or Areas of Outstanding Natural Beauty (AONBs))'.* The NPS also confirms that widespread and significant adverse landscape and/or visual impacts in other locations may also justify the use of undergrounding. We may also adopt underground cables in other circumstances such as to cross existing 400 kV overhead line infrastructure. The AONB designation in this section is one such location where there is a presumption that underground cable technology is adopted, with the extent of underground cabling extending beyond the boundary in response to the potential for the development to unacceptably affect the natural beauty of the AONB. National Grid is proposing that the connection from Bramford is installed as underground cable from the northern edge of the AONB through to the East Anglia Connection Node (EACN) substation. This responds to both the potential for overhead line and/or Cable Sealing End (CSE) compounds to have effects on the AONB and the effects of a double overhead line for the last few kilometres into the EACN substation. The 2024 preferred draft alignment includes a total of approximately 20 km of underground cable through and in the vicinity of the Dedham Vale AONB, including a section at Great Horkesley to reduce the changes in views and setting of the AONB from within and adjacent to its designated boundary. Extending the underground cabling from the EACN substation east to west along the south of the AONB was considered, however following further assessment, we are not proposing to utilise underground cable in this section. This is because the landscape and visual impacts from an overhead line on the setting of the AONB in this area were not considered to be inconsistent with our duties and the relevant planning policy framework. We are undertaking an Environmental Impact Assessment (EIA) to assess the potential impact of the Project, and this will identify any need for additional mitigation.
4.13.189	Suggest that underground cables should be used for the Project around Ardleigh.	National Grid has carefully considered the feedback received during the 2023 non-statutory consultation, the alternatives available, and other factors including our duties and obligations. These duties include balancing the need to be economic and efficient, which includes keeping costs down in the interests of the bill-paying consumers, with a

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		duty to have regard to preserving amenity, which includes the natural environment, cultural heritage, landscape, and visual quality. National Policy Statement (NPS) EN-5 makes clear that *'the Government's position that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or Areas of Outstanding Natural Beauty (AONBs))'.* The NPS also confirms that widespread and significant adverse landscape and/or visual impacts in other locations may also justify the use of undergrounding. We may also adopt underground cables in other circumstances such as to cross existing 400 kV overhead line infrastructure. No such designations or crossing locations have been identified in this section in the vicinity of Ardleigh, which is therefore proposed as an overhead line at this stage. We are undertaking an Environmental Impact Assessment (EIA) to assess the potential impact of the Project, and this will identify any need for additional mitigation.
4.13.190	Suggest that underground cables should be used from Dedham Vale to Bramford with the Cable Sealing End (CSE) compound located to the north of Hadleigh (e.g. to minimise impact on Little Wenham Castle).	Positioning the Cable Sealing End (CSE) compound north of Hadleigh would require a third overhead line parallel to the existing overhead line and the proposed Bramford to Twinstead Reinforcement. This would need to cross both such overhead lines by use of an additional underground cable section between CSE compounds. While potentially deliverable and reducing effects at Little Wenham, a move of the CSE compound to the north of Hadleigh transfers effects to other receptors and at much greater cost and therefore provides a less economic and efficient solution less consistent with National Grid's duties and relevant policies. This change is therefore not currently proposed, though National Grid notes that other changes to the 2023 preferred draft alignment, responding to other requests, address some of the drivers for change raised by this request. We are undertaking an Environmental Impact Assessment (EIA) to assess the potential impact of the Project, and this will identify any need for additional mitigation.
4.13.191	Suggest that underground cables should run south from the A1071 for the Project.	National Grid has carefully considered the feedback received during the 2022 and 2023 non-statutory consultations, the alternatives available, and other factors including our duties and obligations. These duties include balancing the need to be economic and efficient, which includes keeping costs down in the interests of the bill-paying consumers, with a duty to have regard to preserving amenity, which includes the natural environment, cultural heritage, landscape and visual quality. National Policy Statement (NPS) EN-5 makes clear that *'the Government's position that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or Areas of Outstanding Natural Beauty (AONBs))'.* The NPS also confirms that widespread and significant adverse landscape and/or visual impacts in other locations may also justify the use of undergrounding. We may also adopt underground cables in other circumstances such as to cross existing 400 kV overhead line infrastructure. The area south of the A1071 is not subject to such designations or crossing location of existing 400 kV overhead line and is therefore currently proposed as an overhead line. We respond to the potential for effects by careful routeing and pylon siting in the first instance. This change is therefore not currently proposed, though we note that other changes to the 2023 preferred draft alignment responding to other requests, address some of the drivers for change raised by this request. We are undertaking an Environmental Impact Assessment (EIA) to assess the potential impact of the Project, and this will identify any need for additional mitigation
4.13.192	Suggest the that underground cables that cross the B1029 should be extended by 20	National Grid has assessed the 2023 preferred draft alignment in this area and is currently proposing to cross the B1029 as open trench excavation, therefore we are currently not proposing to dig under the woodland. We are

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	metres (i.e. to preserve the old woodland spinney adjoining the B1029 to the south Hunters Chase).	undertaking an Environmental Impact Assessment (EIA) to assess the potential impact of the Project, and this will identify any need for additional mitigation.
4.13.193	Suggest the use of T-pylons near Colchester.	The 2024 preferred draft alignment reflects the use of standard lattice pylons. The use of other pylon designs is still under consideration, if an overhead line route is progressed. National Grid has and will continue to carry out further assessments on pylon design. Our assessments will include visual impacts and mitigation, environmental and ecological considerations, construction, and lifetime maintenance effects. Different designs in use in the UK include: • standard lattice; • lower height lattice; and • T-pylons. The findings from our assessments will be published in Appendix C of the Design Development Report (DDR) as part of our 2024 statutory consultation. We will continue to consider the use of alternative pylon types should further feedback be received from the 2024 statutory consultation.
4.13.194	Suggest the use of T-pylons or lower height pylons near Ardleigh and the Area of Outstanding Natural Beauty (AONB).	The 2024 preferred draft alignment reflects the use of standard lattice pylons. The use of other pylon designs is still under consideration, if an overhead line route is progressed. National Grid has and will continue to carry out further assessments on pylon design. Our assessments will include visual impacts and mitigation, environmental and ecological considerations, construction, and lifetime maintenance effects. Different designs in use in the UK include: • standard lattice; • lower height lattice; and • T-pylons. The findings from our assessments will be published in Appendix C of the Design Development Report (DDR) as part of our 2024 statutory consultation. We will continue to consider the use of alternative pylon types should further feedback be received from the 2024 statutory consultation.
4.13.195	Suggest the use of tunnelling for underground cables through the Area of Outstanding Natural Beauty (AONB) using conduit rather than encasing in sand cement mix.	The installation of underground cable through the Area of Outstanding Natural Beauty (AONB) is currently planned as open trench installation which means six trenches would be excavated over the route, ducts would be installed and the trenches backfilled. Underground cables would then be pulled through the ducts and once all works have been completed the land reinstated. There will be sections however where open trenching may not be suitable due to environmental constraints, and we will therefore have to consider a trenchless excavation/installation method such as horizontal directional drilling. Further details of preferred underground cable installation methods and their location will be available as part of the 2024 statutory consultation.
4.13.196	Suggest the use of underground cables between	National Policy Statement (NPS) EN-5 makes it clear that the Government expects overhead lines to be appropriate in most instances, although it recognises that there may be, at particularly sensitive locations which includes

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	Little Bromley Substation and Great Horkesley between TB027 and TB035 (e.g. to mitigate the impact of the Project on residences).	nationally designated areas such as Areas of Outstanding Natural Beauty (AONB), potential adverse landscape and visual impacts of an overhead line that make it unacceptable in planning terms. National Grid therefore adopts underground cable technology as mitigation within areas such as AONBs. Policy identifies no set distance by which such mitigation should be extended outside the AONB boundary. National Grid identifies the requirement for mitigation (whether by additional planting, type of pylon or choice of alternative technology such as underground cable) based on consideration of the potential effects that may arise on a case by case basis. This takes into account the specific details of the designation (including special qualities, key views etc) and local circumstances including landform and existing vegetation. This approach allows consideration of the predicted effects arising from cable or overhead line technology and the Cable Sealing End (CSE) compounds (the transition sites between technologies) rather than applying an arbitrary distance that may be too great or too small for the specific circumstances.
4.13.197	Suggest the use of underground cables between Little Horkesley and Fordham.	National Grid has carefully considered the feedback received during the 2023 non-statutory consultation, the alternatives available, and other factors including our duties and obligations. These duties include balancing the need to be economic, efficient, and keep costs down in the interests of the bill-paying consumers, balanced against a duty to have regard to preserving amenity, the natural environment, cultural heritage, landscape, and visual quality. National Policy Statement (NPS) EN-5 makes clear that *'the Government's position that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or Areas of Outstanding Natural Beauty)'*. The NPS also confirms that widespread and significant adverse landscape and/or visual impacts in other locations may also justify the use of undergrounding. We may also adopt underground cables in other circumstances such as to cross existing 400 kV overhead line infrastructure. After consideration of feedback on the 2023 non-statutory consultation and informed by additional study, we also considered whether the Cable Sealing End (CSE) compound locations to the west of Great Horkesley should be moved to locations further from the AONB, towards or beyond Fordham. We concluded that the effects reported to drive a request for change did not, in the context of national policy or National Grid's statutory duties, justify the higher cost of additional underground cables to bill-paying consumers, and the environmental implications of installing and maintaining them. Nevertheless, the Environmental Impact Assessment (EIA) will assess the impact of the Project and will identify any need for additional mitigation. We will continue to engage with nearby airfields as appropriate throughout the project development process.
4.13.198	Suggest the use of underground cables between pylons JC018 and JC040.	National Grid has carefully considered the feedback received during the 2023 non-statutory consultation, the alternatives available, and other factors including our duties and obligations. These duties include balancing the need to be economic, efficient, and keep costs down in the interests of the bill-paying consumers, balanced against a duty to have regard to preserving amenity, the natural environment, cultural heritage, landscape, and visual quality. National Policy Statement (NPS) EN-5 makes clear that *'the Government's position that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or Areas of Outstanding Natural Beauty (AONB))'.* The NPS also confirms that widespread and significant adverse

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		landscape and/or visual impacts in other locations may also justify the use of undergrounding. We may also adopt underground cables in other circumstances such as to cross existing 400 kV overhead line infrastructure. National Grid is currently proposing to use underground cable for approximately 16 km from the East Anglia Connection Node (EACN) substation through the AONB to a Cable Sealing End (CSE) compound to the north of Raydon Airfield. No such designations or crossing locations have been identified in the section from the proposed CSE compound, north to Bramford Substation, which is therefore proposed as an overhead line at this stage. We are undertaking an Environmental Impact Assessment (EIA) to assess the potential impact of the Project, and this will identify any need for additional mitigation.
4.13.199	Suggest the use of underground cables is extended to TB028 (to minimise impact on residences on Straight Rd and Peppers Lane) / suggest that underground cables are used in the farm area before crossing Straight Road (Boxted), opposed to just after crossing Straight Road as currently proposed for the Project (to minimise impact on residents on Langham Road and Straight Road).	National Grid has carefully considered the feedback received during the 2023 non-statutory consultation, the alternatives available, and other factors including our duties and obligations. These duties include balancing the need to be economic, efficient, and keep costs down in the interests of the bill-paying consumers, balanced against a duty to have regard to preserving amenity, the natural environment, cultural heritage, landscape, and visual quality. National Policy Statement (NPS) EN-5 makes clear that *'the Government's position that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or Areas of Outstanding Natural Beauty (AONB))'.* The NPS also confirms that widespread and significant adverse landscape and/or visual impacts in other locations may also justify the use of undergrounding. We may also adopt underground cables in other circumstances such as to cross existing 400 kV overhead line infrastructure. After consideration of feedback on the 2023 non-statutory consultation and informed by additional study we assessed whether the Cable Sealing End (CSE) compound locations to the east of Great Horkesley should be moved to a location further from the AONB, further to the east beyond Straight Road. We concluded that the effects reported to drive a request for change did not, in the context of national policy or National Grid's statutory duties, justify the higher cost of a greater length of underground cables to bill-paying consumers, and the environmental implications of installing and maintaining them. Nevertheless, the Environmental Impact Assessment (EIA) will assess the impact of the Project and will identify any need for additional mitigation. We will continue to make changes to the draft alignment where practicable as we receive further feedback and as the Project develops.
4.13.200	Suggest the use of underground cables south of Bramford.	National Grid has carefully considered the feedback received during the 2023 non-statutory consultation, the alternatives available, and other factors including our duties and obligations. These duties include balancing the need to be economic, efficient, and keep costs down in the interests of the bill-paying consumers, balanced against a duty to have regard to preserving amenity, the natural environment, cultural heritage, landscape, and visual quality. National Policy Statement (NPS) EN-5 makes clear that *'the Government's position that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or Areas of Outstanding Natural Beauty (AONBs))'*. The NPS also confirms that widespread and significant adverse landscape and/or visual impacts in other locations may also justify the use of undergrounding. We may also adopt underground cables in other circumstances such as to cross existing 400 kV overhead line infrastructure.

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		No such designations or crossing locations have been identified in this section, south of Bramford, which is therefore proposed as an overhead line at this stage. We are undertaking an Environmental Impact Assessment (EIA) to assess the potential impact of the Project, and this will identify any need for additional mitigation.
4.13.201	Suggest the use of underground cables between Horkesley Heath and Ardleigh.	National Grid has carefully considered the feedback received during the 2022 and 2023 non-statutory consultations, the alternatives available, and other factors including our duties and obligations. These duties include balancing the need to be economic and efficient, which includes keeping costs down in the interests of the bill-paying consumers, with a duty to have regard to preserving amenity, which includes the natural environment, cultural heritage, landscape and visual quality. National Policy Statement (NPS) EN-5 makes clear that *'the Government's position that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or Areas of Outstanding Natural Beauty (AONBs))'.* The NPS also confirms that widespread and significant adverse landscape and/or visual impacts in other locations may also justify the use of undergrounding. We may also adopt underground cables in other circumstances such as to cross existing 400 kV overhead line infrastructure. The connection between Horkesley Heath and Ardleigh is outside the AONB and we do not consider that the effects, in the context of national policy or National Grid's statutory duties, justify the higher cost of underground cables to bill-paying consumers, and the environmental implications of installing and maintaining them. Nevertheless, the Environmental Impact Assessment (EIA) will assess the impact of the Project and will identify any need for additional mitigation.
4.13.202	Suggestion to arrange the route between Great Tey and the start of the proposed underground section through Horkesley to avoid the villages of Aldham and Fordham completely, by taking a slightly more northerly route through Hemp's Green.	National Grid has set out in the Design Development Report (DDR), published as part of our 2024 statutory consultation, our consideration of an alternative route through Hemp's Green. It is less favoured on the basis of technical considerations. The western alternative is around 0.6 km longer, requires an estimated additional three pylons and requires three additional angle pylons and therefore is a less economic option. Positioning a pylon within a floodplain is likely to require careful micro siting. Whilst proximity to Wormingford Airfield is noted, the runway orientation and separation are considered to reduce the potential for effects on safe flight activity, but these would be considered to be greater than on the 2023 preferred draft alignment given the closer proximity. In respect of other effects there is a large degree of transfer of effects between alternatives. In terms of residential properties within 200 m of the alignment, there are more on the 2023 preferred draft alignment (estimated at 49 compared with 28) with the majority on the 2023 preferred draft alignment concentrated at Aldham, whereas the proposed alternative alignment has a more dispersed pattern. When considering the number where there is no intervening property between them and the overhead line there are 36 pylons on the 2023 preferred draft alignment compared with 28 pylons on the alternative. Specific visual effects are influenced by landform and intervening vegetation. The western alternative would have lower effects particularly by avoidance of areas of newly planted woodland on the Woodland Trust's Fordham Hall Estate. Both alignments are likely to result in effects to all grades of listed buildings. There are a similar number of listed buildings overall on the 2023 preferred draft alignment as on the western alternative. However, the western alternative passes the Grade I Listed Crepping Hall at approximately 400 m distance (other residential properties restrict increased separation from the Hall) and passes this distance or closer to several non-designated moats (Crepping Hall, Hoe Farm, Houd's Farm amongst others). We are seeking to establish whether any of these are of equivalent value to listed / scheduled features and should be considered on that basis.

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		Overall whilst noting some potential for a reduction in the number of residential properties with potential amenity effects if the western alternative was taken forward, this would be a longer less economic and efficient route with more pylons and angle pylons. It would also potentially increase effects in respect of construction within a flood zone (but subject to micrositing this difference may be avoided) and be likely to increase effects on heritage assets including a Grade I listed building. National Grid also notes that the 2023 preferred draft alignment is consistent with policy and overall considers that there would be insufficient benefits from potentially reduced residential amenity and landscape effects of the western alternative to offset the technical concerns and additional infrastructure required to deliver it. On that basis the 2023 preferred draft alignment, subject to localised modifications, remains preferred. On this basis no change is currently proposed but we will continue to make changes to the 2024 preferred draft alignment where practicable as we receive further feedback and as the Project develops.
4.13.203	Suggest underground cables are installed using Horizontal Directional Drilling (HDD) rather than open trenches (cut and cover) where the Project crosses the A134 (i.e. to avoid closing this major road).	All crossings will be suitably assessed, and the method of underground cable installation will be determined while considering a number of key factors such as: • road characteristics (peak and off peak) – size, types and frequency of use; • location – physical and environmental constraints; • underground constraints – services, structures, water table etc; • ground conditions; • programme requirements – any constraints; • traffic management requirements – lane closures, traffic signalling; and • sensitive receptors and mitigation measures – noise, vibration, dust etc. Further details of preferred underground cable installation methods and their locations will be available as part of the 2024 statutory consultation.
4.13.204	Suggest use of underground cables at Raydon.	National Grid has carefully considered the feedback received during the 2023 non-statutory consultation and has assessed a number of alternatives for the 2024 preferred draft alignment around Notley Enterprise Park. Following further assessment, we are proposing a change to the siting of the Cable Sealing End (CSE) compound to the north of Raydon Airfield, extending the underground cable length by 1.5 km. This change will move the 2023 preferred draft alignment from approximately JC026 to JC034 further north. This goes someway to meeting the request raised. We will continue to make changes to the 2024 preferred draft alignment where practicable as we receive further feedback and as the Project develops.
4.13.205	Suggest use of underground cables up to Raydon airfield (pylon JC034).	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Raydon and Raydon Airfield. Following further assessment, we are proposing a change to the 2023 preferred draft alignment to continue the use of underground cable beyond the airfield with a Cable Sealing End (CSE) compound located to the north side. Further details on this change and the alternatives considered can be found in the Design Development Report (DDR), published as part of the 2024 statutory consultation. Further changes to the 2024 preferred draft alignment will be considered as the Project develops.

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4.13.206	Suggest using smaller pylons between Bramford and Washbrook.	The 2024 preferred draft alignment reflects the use of standard lattice pylons. The use of other pylon designs is still under consideration, if an overhead line route is progressed. National Grid has and will continue to carry out further assessments on pylon design. Our assessments will include visual impacts and mitigation, environmental and ecological considerations, construction, and lifetime maintenance effects. Different designs in use in the UK include: • standard lattice; • lower height lattice; and • T-pylons. The findings from our assessments will be published in Appendix C of the Design Development Report (DDR) as part of our 2024 statutory consultation. We will continue to consider the use of alternative pylon types should further feedback be received from the 2024 statutory consultation.
4.13.207	Suggestion that the Project is routed away from / the Project should not be located at a specific location.	Further assessment and technical appraisal have been undertaken following feedback received from the 2023 non-statutory consultation which has resulted in several changes to the current draft alignment. Further details on these changes can be found in the Design Development Report (DDR), published as part of the 2024 statutory consultation. Further changes to the draft alignment will be considered as the Project develops.
4.13.208	Suggestion that the Project is routed away from / the Project should not be located at Aldham.	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Aldham. We have reviewed alternative alignments in this area but remain of the view that the 2023 preferred draft alignment (subject to some localised modifications) should be taken forward at this time. Further details on the alternatives considered can be found in the Design Development Report (DDR), published as part of the 2024 statutory consultation. Further changes to the draft alignment will be considered as the Project develops.
4.13.209	Suggestion that the Project is routed away from / the Project should not be located at Ardleigh.	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Ardleigh. In the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the draft alignment. Guidelines on overhead line routeing are known as the *'Holford Rules'* which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Chapter 1 of this report. Further, the routeing past Ardleigh is required because of the positioning of the East Anglia Connection Node (EACN) substation. Alternatives to the EACN substation west of Ardleigh (considered in the 2023 Design Development Report (DDR)) are less preferred because of greater effects on the Area of Outstanding Natural Beauty (AONB). In the absence of further evidence, no change is currently proposed, we will continue to make changes to the 2024 preferred draft alignment and siting of the EACN substation where practicable as we receive further feedback and as the Project develops.
4.13.210	Suggestion that the Project is routed away from / the Project should not be located at Boxted.	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Boxted. In the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the draft alignment. Guidelines on overhead line routeing are known as the *'Holford Rules'* which remain a valuable tool in selecting and assessing

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		potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Chapter 1 of this report.
4.13.211	Suggestion that the Project is routed away from / the Project should not be located at Burstall.	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Burstall. In the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the draft alignment. Guidelines on overhead line routeing are known as the *'Holford Rules'* which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Chapter 1 of this report.
4.13.212	Suggestion that the Project is routed away from / the Project should not be located at Capel St Mary.	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Capel St Mary. In the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the draft alignment. Guidelines on overhead line routeing are known as the *'Holford Rules'* which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Chapter 1 of this report. As a result of the proposed change to the Cable Sealing End (CSE) compound location at Raydon, the 2024 preferred draft alignment is now proposed to be approximately 2 km from Capel St Mary.
4.13.213	Suggestion that the Project is routed away from / the Project should not be located at Chattisham.	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Chattisham. In the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the draft alignment. Guidelines on overhead line routeing are known as the *'Holford Rules'* which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Chapter 1 of this report.
4.13.214	Suggestion that the Project is routed away from / the Project should not be located at Fordham.	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Fordham. We have reviewed alternative alignments in this area but remain of the view that the current draft alignment should be taken forward at this time. Further details on the alternatives considered can be found in the Design Development Report, published as part of the 2024 statutory consultation. Further changes to the draft alignment will be considered as the Project develops.
4.13.215	Suggestion that the Project is routed away from / the Project should not be located at Great Horkesley.	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Great Horkesley. In the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by seeking to avoid effects by utilising underground cable in the vicinity of Great Horkesley. Therefore, we are not currently proposing further change in this area, but we will consider further changes as the Project develops.
4.13.216	Suggestion that the Project is routed away from / the Project should not be located at Great Tey.	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Great Tey. In the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the draft alignment. Guidelines on overhead line routeing are known as the *'Holford Rules'* which remain a valuable tool in selecting and assessing

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		potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Chapter 1 of this report.
4.13.217	Suggestion that the Project is routed away from / the Project should not be located at Great Wenham and Little Wenham.	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Great Wenham and Little Wenham. This has been considered in with other feedback and further assessment. Following this we are proposing a change to continue the use of underground cable through the Area of Outstanding Natural Beauty (AONB) beyond Raydon Airfield with a Cable Sealing End (CSE) compound located to the north of it. This moves the overhead line that continues to Bramford further north further away from Little and Great Wenham. In the absence of a specific basis for the change or a proposed alternative alignment, we have considered this revised alignment by following the guidance in the Holford Rules. Guidelines on overhead line routeing are known as the *'Holford Rules'* which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Chapter 1 of this report.
4.13.218	Suggestion that the Project is routed away from / the Project should not be located at Holton St Mary.	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Holton St Mary. In the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback seeking to avoid effects by utilising underground cable in the vicinity of Holton St Mary. Therefore, we are not currently proposing further change in this area, however we will consider further changes as the Project develops.
4.13.219	Suggestion that the Project is routed away from / the Project should not be located at Little Bromley.	National Grid has considered the respondent's feedback highlighting a preference for an alternative location for the East Anglia Connection Node (EACN) substation moved away from Little Bromley. Alternatives to the EACN substation west of Ardleigh (considered in the 2023 Design Development Report (DDR)) are less preferred because of greater effects on the Area of Outstanding Natural Beauty (AONB). In the absence of further evidence, no change is currently proposed, we will continue to make changes to the 2024 preferred draft alignment and siting of the EACN substation where practicable as we receive further feedback and as the Project develops.
4.13.220	Suggestion that the Project is routed away from / the Project should not be located at Little Horkesley.	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Little Horkesley. In the absence of a specific basis for the change or a proposed alternative and as we are currently proposing to utilise underground cable in the vicinity of Little Horkesley, we are currently not proposing a change at this location.
4.13.221	Suggestion that the Project is routed away from / the Project should not be located at Little Tey.	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Little Tey. In the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the draft alignment. Guidelines on overhead line routeing are known as the *'Holford Rules'* which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Chapter 1 of this report.
4.13.222	Suggestion that the Project is routed away from / the Project should not be located at Marks Tey.	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Marks Tey. In the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the draft alignment. Guidelines on overhead line routeing are known as the *'Holford Rules'* which remain a valuable tool in selecting and assessing

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		potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Chapter 1 of this report.
4.13.223	Suggestion that the Project is routed away from / the Project should not be located at Raydon and Raydon Airfield.	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Raydon and Raydon Airfield. Following further assessment, we are proposing a change to the alignment to continue the use of underground cable beyond the airfield with a Cable Sealing End (CSE) compound located to the north. Further details on this change and the alternatives considered can be found in the Design Development Report (DDR), published as part of the 2024 statutory consultation. Further changes to the draft alignment will be considered as the Project develops.
4.13.224	Suggestion that the Project is routed away from / the Project should not be located at The Colne Valley.	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from the Colne Valley. In the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the draft alignment. Guidelines on overhead line routeing are known as the *'Holford Rules'* which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Chapter 1 of this report.
4.13.225	Suggestion that the Project is routed away from / the Project should not be located at Washbrook.	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Washbrook. In the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the draft alignment. Guidelines on overhead line routeing are known as the *'Holford Rules'* which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Chapter 1 of this report.
4.13.226	Suggestion that the Project is routed away from / the Project should not be located at West Bergholt.	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from West Bergholt. In the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the draft alignment. Guidelines on overhead line routeing are known as the *'Holford Rules'* which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Chapter 1 of this report.
4.13.227	Suggests moving or undergrounding TB011, TB022 and TB033 due to their impact on the Area of Outstanding Natural Beauty (AONB) (views and impact on listed buildings).	The relevant National Policy Statement (NPS) is EN-5 which makes it clear that the Government considers overhead lines to be appropriate and acceptable in most instances, EN-5 recognises that there may be potential adverse landscape and visual impacts of an overhead line that make it inconsistent with our duties and relevant planning policy at particularly sensitive locations (including national designated areas such as Areas of Outstanding Natural Beauty (AONBs)). The AONB designation in this section is one such location where there is a presumption that underground cable technology is adopted with the extent of underground cabling extending beyond the boundary in response to the potential for the development to unacceptably affect the Natural Beauty of the AONB. National Grid is proposing that part of the Project from Bramford is installed as underground cable from the northern edge of the AONB through to the East Anglia Connection Node (EACN) substation. In addition, we are proposing that a section of the Project in the vicinity of the Dedham Vale AONB at Great Horkesley to be installed as underground cable.

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		Extending the undergrounding from the EACN substation east to west along the south of the AONB was considered, however following further assessment, we are not proposing to use underground cable in this section as the landscape and visual impacts from an overhead line on the setting of the AONB in this area were not considered to be inconsistent with our duties and the relevant planning policy framework. As such the environmental effects and costs of underground cable are not considered to be justified.
4.13.228	Suggests moving TB147 into the smaller field situated directly west (adjacent to Bushy Wood) or near to the field boundary to the east as in response (as it is currently in the middle of a productive parcel of grade II arable land).	National Grid has carefully considered the feedback received during the 2023 non-statutory consultation and have reviewed the location of TB147. Due to a change to the 2023 preferred draft alignment in this area the location of TB147 has moved slightly further south towards the boundary of the field. It is not possible to move TB147 into the field directly to the west as this would result in the overhead line impacting the southern edge of the Ancient Woodland. We will continue to make changes to the 2024 preferred draft alignment where practicable as we receive further feedback and as the Project develops.
4.13.229	Suggests TB033 should be moved due to its impact on Altyre House listed property.	National Grid has routed and sited the 2023 preferred draft alignment in accordance with the Holford Rules. In order to move TB033 and the proposed Cable Sealing End (CSE) compound location further away from Grade II Listed Altyre House we would have to increase the length of the overhead line or underground cable section and potentially increase the number of angle pylons, which would be less consistent with the Holford Rules. We therefore are not currently proposing a change to the draft alignment in this location. We are undertaking an Environmental Impact Assessment (EIA) to assess the potential impact of the Project, and this will identify any need for additional mitigation. We will continue to make changes to the 2024 preferred draft alignment where practicable as we receive further feedback and as the Project develops.
4.13.230	Suggests that JC018-JC027 be moved away from Chattisham.	National Grid has routed and sited the 2023 preferred draft alignment in accordance with the Holford Rules. In order to move JC018-JC027 further away from Chattisham we would have to increase the length of the overhead line and increase the number of angle pylons, which would be less consistent with the Holford Rules. On this basis no change is currently proposed but we will continue to make changes to the 2024 preferred draft alignment where practicable as we receive further feedback and as the Project develops.
4.13.231	Suggests that the Project should be routed away from Bobbitts Hall in Dedham Vale Stour valley Area of Outstanding Natural Beauty (AONB).	The Corridor and Preliminary Routeing and Siting Study (CPRSS) published as part of the 2022 non-statutory consultation and the Design Development Report (DDR) published as part of the 2023 non-statutory consultation have considered alternative corridors and route alignments and identified the 2023 preferred draft alignment for the reasons outlined in those reports. In the absence of further information, we consider the decision making to remain valid. Whilst the Project is avoiding main blocks of woodland and will seek to reduce effects on hedgerows where practicable, the results of ground investigations may mean that this section of hedge is unavoidably impacted.
4.13.232	Suggests that the proposed power lines must pass a minimum of 2.5 kilometres from the limits of Raydon	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Raydon and Raydon Airfield. Following further assessment, we are proposing a change to the 2023 preferred draft alignment to continue the use of underground cable to beyond the airfield with a Cable Sealing End (CSE) compound located to the north. It is considered this goes substantially towards meeting the change sought. Further details on this change and the alternatives considered can be found in the Design Development Report (DDR),

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	Wings Airfield dependent upon the elevation of terrain.	published as part of the 2024 statutory consultation. Further changes to the 2024 preferred draft alignment will be considered as the Project develops.
4.13.233	Suggests that the section from south of Surrey Hamlet near the A120 to Coggeshall Kelvedon Road is re-routed to the north of Feeringbury Manor in a natural dip in the land (to make the route less intrusive).	National Grid has previously considered route alignments passing to the north of Feeringbury Manor, as suggested by the respondent, but considered these less preferred. This was set out in the Design Development Report (DDR) published as part of the 2023 non-statutory consultation with the main reason being the greater level of effect on heritage assets, which is considered less consistent with Holford Rule Two. In the absence of new information, we consider the 2024 preferred draft alignment to continue to be the most appropriate and consistent with its duties and relevant policies. On this basis no change is currently proposed but we will continue to make changes to the 2024 preferred draft alignment where practicable as we receive further feedback and as the Project develops. We are undertaking an Environmental Impact Assessment (EIA) to assess the potential impact of the Project, and this will identify any need for additional mitigation.
4.13.234	Suggests the Cable Sealing End (CSE) compound is relocated away from Little Wenham Castle.	National Grid has considered the respondent's feedback highlighting a preference for the Cable Sealing End (CSE) compound to be moved to avoid visual impacts on Little Wenham and Great Wenham and in particular Little Wenham Castle. Following further assessment, we are proposing a change to the 2023 preferred draft alignment to continue the use of underground cable beyond Raydon Airfield with a CSE compound located to the north of it. The Project would then continue as overhead line to the east towards Bramford Substation at a greater distance from Little Wenham and Great Wenham. Further details on this change and the alternatives considered can be found in the Design Development Report (DDR), published as part of the 2024 statutory consultation. Further changes to the 2024 preferred draft alignment will be considered as the Project develops.
Design Question		
4.13.235	Has there been any cross referencing of the Project with the Anglia Water's New Water Main Network by either of the corporations, councils, stakeholders or even the inspectorate?	National Grid is aware of the proposed Anglia Water new water main network between Bury St Edmunds and Colchester. The 2024 preferred draft alignment underground cable sections would not currently interact with this proposed asset though the overhead line section of the Project in this area would cross it. Based on the information available, pylons have been sited to avoid interacting with this proposed pipeline. We will continue to engage with Anglia Water throughout the project development process.
Economic / Employment Impact		
4.13.236	Concern about the negative impact on businesses in the area.	Through the routeing and siting exercise National Grid has sought and will continue to reduce as far as practicable impacts to businesses. To reduce potential impacts, we are identifying businesses and enterprises and their primary function, and also those that are likely to generate tourism such as private gardens and parks. These have been and will continue to be considered during the iterative design process. Impacts on local businesses will be presented within a Socio-economics, Recreation and Tourism assessment which is being undertaken and will be written up to form part of the Environmental Impact Assessment (EIA). As part of this assessment, a range of measures are being considered throughout the construction phase of the Project to minimise

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		disruption to businesses and their users. These measures will be identified within the Environmental Statement (ES) that will accompany the Development Consent Order (DCO) application.
4.13.237	Concern that the Project will impact minerals at land at the Scrips Farm (pylons TB082 and TB083).	National Grid has made a change to straighten the 2023 preferred draft alignment through the proposed mineral area to respond to other feedback and reflecting the planning status of the site. At the same time, we have repositioned some pylons, to facilitate future modifications, to reduce the potential for sterilization of mineral resources, should the planning status of the mineral site change. We have and will continue to liaise with relevant stakeholders in this area.
Environmental Impact		
4.13.238	Concern about the negative impact of the Project on the Green Belt(s).	To connect a new transmission connection into Tilbury Substation it will be necessary to route through the Metropolitan Green Belt. National Grid has considered the effects on the Green Belt and all of the options connecting into Tilbury identified in the Corridor and Preliminary Routeing and Siting Study (CPRSS) would result in new and upgraded infrastructure in the Green Belt. The National Electricity Transmission System (NETS) transports energy from where it is generated to where it is used, in homes, schools, hospitals, businesses, and factories. Electricity networks are an established feature in our landscapes, taking energy across open countryside to towns and cities where it is needed. To ensure the national electricity network can transport energy efficiently there are numerous electricity transmission connections crossing Green Belts. Many of these connections are by way of overhead lines. By their nature, electricity transmission infrastructure (overhead lines) within the Green Belt is inevitable due to the need to transport energy around the country and the need to avoid the most built-up areas around our towns and cities (Holford Rule Supplementary Note 1). Some electricity infrastructure such as overhead lines, are considered to be engineering operations. By the nature of their design, and the sensitive siting, some of this infrastructure such as pylons and conductors may not be considered inappropriate development in the Green Belt as they do not conflict with Green Belt purposes and preserve openness. Although overhead lines may occupy long corridors within Green Belt, they involve little physical change to the land through which they pass and leave a large majority of the land beneath them free from development and therefore open. National Grid will submit a Planning Statement with its Development Consent Order (DCO) application which will assess the impacts of the Norwich to Tilbury Project on the Green Belt.
4.13.239	Concern about the impact of the Project on Hill House Woods (e.g. impact on walkers / bluebells / amenity).	National Grid is undertaking an Environmental Impact Assessment (EIA) for the Project. The results of this assessment will be presented in the Environmental Statement (ES) that will accompany the application for development consent. The ES will include consideration of potential impacts on Hillhouse Wood and recreational activity and will identify any need for additional mitigation if required.
4.13.240	Concern about the impact of the Project on Protected Lanes in this area.	Projects of this nature are required to assess the potential environmental impacts of the proposals, and report on those, and set out proposed mitigation, in an Environmental Statement (ES) in accordance with the relevant Environmental Impact Assessment (EIA) Regulations. The EIA starts early in the process and, in that respect, a considerable amount of assessment work has been undertaken to allow preliminary judgements to be made about the design and routeing of the Project. This has been set out in various publications (The Corridor and Preliminary

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		Routeing and Siting Study (CPRSS), published as part of the 2022 non-statutory consultation, the Design Development Report, 2022 Non-Statutory Consultation Feedback Report and Strategic Options Backcheck and Review, published as part of the 2023 non-statutory consultation) with feedback helping shape the preliminary proposals. Further detailed assessment work has been undertaken since the 2023 non-statutory consultation and is published in the Preliminary Environmental Information Report (PEIR) to accompany the statutory consultation stage of the Project. National Grid will be writing up its Historic Environment Assessment and Landscape and Visual Impact Assessment (LVIA) that will, in addition to other topic specific assessments, form the latter part of the EIA for the Project. The Historic Environment Assessment will consider historic routeways including designated Protected Lanes and other historic routes identified through historic mapping or through Historic Environment Records. The LVIA will consider impacts on landscape character and visual amenity. The assessment of effects on landscape character will include consideration of effects on Protected Lanes. Where likely significant effects are anticipated the LVIA will consider and identify areas where it may be necessary and appropriate to put forward potential mitigation as part of an iterative design and assessment process.
4.13.241	Concern about the impact of the Project on Stour Valley project area.	Projects of this nature are required to assess the potential environmental impacts of the proposals, and report on those, and set out proposed mitigation, in an Environmental Statement (ES) in accordance with the relevant Environmental Impact Assessment (EIA) Regulations. The EIA starts early in the process and, in that respect, a considerable amount of assessment work has been undertaken to allow preliminary judgements to be made about the design and routeing of the Project. This has been set out in various publications (The Corridor and Preliminary Routeing and Siting Study (CPRSS), published as part of the 2022 non-statutory consultation, the Design Development Report, 2022 Non-Statutory Consultation Feedback Report and Strategic Options Backcheck and Review, published as part of the 2023 non-statutory consultation) with feedback helping shape the preliminary proposals. Further detailed assessment work has been undertaken since the 2023 non-statutory consultation and is published in the Preliminary Environmental Information Report (PEIR) to accompany the statutory consultation stage of the Project. National Grid, through the routeing and siting exercise, has sought to reduce the impact on landscape character and visual amenity, including reducing impacts on nationally protected landscape of Dedham Vale Area of Outstanding Natural Beauty (AONB) and also the non-designated but valued Stour Valley Project Area. We will continue to consider both landscape character and visual amenity as we develop our proposals and seek to reduce effects where practicable. We will be writing up our Landscape and Visual Impact Assessment (LVIA) that will, in addition to other topic specific assessments, form the latter part of the EIA for the Project. This will include a write-up of an assessment of the Project, including the underground cabling, on both landscape character and visual amenity and on the AONB and its special qualities. Impacts on landscape character will consider the value placed on the Stour Valley Project Area. Where likely significant effects are anticipated the LVIA will consider and identify areas where it may be necessary and appropriate to put forward potential mitigation as part of an iterative design and assessment process.
4.13.242	Concern about the impact of underground cables on the	The Environmental Impact Assessment (EIA) will include an assessment within the Contaminated Land, Geology and Hydrogeology chapter, which will identify any potential impacts, including to groundwater abstractions, and introduce

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	water table (e.g. given that residents use a water well / at Boxted).	any mitigation, as required. In addition, hydrogeological risk assessments will be undertaken within areas of underground cabling/trenchless crossings.
4.13.243	Concern about the Project crossing fishing lake near Ardleigh and part of Ardleigh Reservoir (e.g. due to impact on migratory birds).	Birds are being assessed through extensive desk study and field work to determine potential impacts. The methodology for the assessment has been discussed and agreed with Natural England and will be presented in the Environmental Statement (ES) or Habitats Regulations Assessment (HRA), depending on potential impact pathways.
4.13.244	Concern that flooding on both the river (near Higham) between October and April may impact on the Project.	The Project has sought to avoid development in areas of floodplain. Where for technical reasons this has not been possible, construction activities/operational infrastructure will be subject to a Flood Risk Assessment (FRA). This assessment will be informed by data and information collected in consultation with the Environment Agency and Lead Local Flood Authority and will assess flood risk to and arising from the Project. Where any risks are identified, the FRA will describe measures to mitigate and manage these risks, for example, undertaking construction in accordance with a Flood Plan informed by the Environment Agency flood warnings.
4.13.245	Concern that pylon TB016 is sited in the new Country Park / proposed distribution warehouse (off Wick Lane, Ardleigh).	National Grid notes the respondent's feedback and will consider this as the Project progresses. Projects of this nature are required to assess the potential environmental impacts of the proposals, and report on those, and set out proposed mitigation, in an Environmental Statement (ES) in accordance with the relevant Environmental Impact Assessment (EIA) Regulations. The EIA starts early in the process and, in that respect, a considerable amount of assessment work has been undertaken to allow preliminary judgements to be made about the design and routeing of the Project. This has been set out in various publications (The Corridor and Preliminary Routeing and Siting Study (CPRSS), published as part of the 2022 non-statutory consultation, the Design Development Report, 2022 Non-Statutory Consultation Feedback Report and Strategic Options Backcheck and Review, published as part of the 2023 non-statutory consultation) with feedback helping shape the preliminary proposals. Further detailed assessment work has been undertaken since the 2023 non-statutory consultation and is published in the Preliminary Environmental Information Report (PEIR) to accompany the statutory consultation stage of the Project. Through the routeing and siting exercise, National Grid has sought to reduce the impact on landscape character and visual amenity. We will continue to consider both landscape character and visual amenity as we develop our proposals and seek to reduce effects where practicable. National Grid will be writing up its Landscape and Visual Impact Assessment (LVIA) that will, in addition to other topic specific assessments, form the latter part of the EIA for the Project. This will include a write-up of an assessment on both landscape character and visual amenity. Where likely significant effects are anticipated the LVIA will consider and identify areas where it may be necessary and appropriate to put forward potential mitigation as part of an iterative design and assessment process.
4.13.246	Concern that pylons TB014 and TB015 cross over a lake	The alignment of an overhead line in this area is restricted by the need to reduce effects on residential amenity. Noting that due to changes to the 2023 preferred draft alignment, TB014 and TB015 are now numbered TB013 and TB014, avoidance of oversail of the small water body could only be achieved by a series of five angle pylons (TB013

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	which is considered a Protected Green Space.	to TB016 with an additional pylon also needed). On balance, National Grid considers that maintaining a straighter alignment with fewer angles is more consistent with Holford Rules and National Grid's duties albeit that angling activity would need to be terminated. This does not preclude maintenance of the site as green space. Therefore, no change to the 2023 preferred draft alignment is currently proposed but we will continue to make changes to the 2024 preferred draft alignment where practicable as we receive further feedback and as the Project develops.
4.13.247	Concern that the Project will impact ancient pond in district of Babergh (in regard to carbon sequestration and wildlife impacts).	Where practicable ponds will be avoided by the Project. Where ponds cannot be avoided, appropriate mitigation would be implemented for both the temporary loss of the pond and any associated species impacts. Retention of the specific pond west of St Mary's that is referred to in the consultation comment is being reviewed, with amendments to the underground cable alignment proposed to avoid impact if at all possible from an engineering perspective.
4.13.248	Concern that the Project will impact designated sites (e.g., Sites of Special Scientific Interest (SSSI), Ancient Woodland and an Royal Society for the Protection of Birds (RSPB) reserve).	Through routeing and siting, National Grid has sought and will continue to reduce as far as practicable impacts on biodiversity and in particular features of high ecological value, such as Sites of Special Scientific Interest (SSSI), Special Protection Areas (SPAs), Ramsar sites and Ancient Woodland. The process of route design takes account of existing biodiversity, the natural environment and, where practicable, seeks to reduce potential impacts on areas of ecological sensitivity, through avoidance or mitigation. The Environmental Impact Assessment (EIA) for the Project will assess the effects on biodiversity (which includes receptors such as SSSIs, SPAs, Ramsar sites and Ancient Woodland) and where necessary will detail mitigation requirements. The assessment methodology has been discussed and agreed with Natural England and the assessment will be presented in the Environmental Statement (ES) or Habitats Regulations Assessment (HRA) depending on potential impact pathways. We will continue to engage with Natural England, the Royal Society for the Protection of Birds (RSPB) and other relevant stakeholders on aspects relating to biodiversity and the natural environment, including appropriate mitigation measures and techniques, and will take their views into account as the Project continues to develop.
4.13.249	Concern that the Project will result in a negative impact on the environment generally (no details given).	Through routeing and siting, National Grid has sought and will continue to reduce as far as practicable impacts on the environment. National Grid is undertaking an Environmental Impact Assessment (EIA) for the Project. The results of this assessment will be provided in the Environmental Statement (ES) that will accompany the Development Consent Order (DCO) application. The ES will identify and assess the likely significant effects on the environment resulting from the construction and operation (and maintenance) of the Project and will recommend appropriate mitigation measures to reduce potential effects. The scope of the EIA is included in the Scoping Report which was submitted to the Planning Inspectorate in November 2022. We will continue to engage with a range of stakeholders (including Statutory Environmental Bodies (SEBs) and relevant Local Planning Authorities (LPAs)) throughout the development of the Project design and environmental assessment work.
4.13.250	Suggest that areas other than the Area of Outstanding Natural Beauty (AONB) should be protected / Criticism	National Policy Statement (NPS) EN-5 states that the Government considers overhead lines to be appropriate and acceptable in most instances, although it recognises that that there may be, at particularly sensitive locations, potential adverse landscape and visual impacts of overhead line infrastructure that make it inconsistent with our duties and relevant planning policy.

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	that only the AONB has been considered.	The Area of Outstanding Natural Beauty (AONB) designation in this section is one such location where there is a presumption that underground cable technology is adopted with the extent of underground cabling extending beyond the boundary in response to the potential for the Project to affect the Natural Beauty of the AONB. Our current proposals include a total of approximately 20 km of underground cable through and in the vicinity of the Dedham Vale AONB, including a section at Great Horkesley to reduce the changes in views and setting of the AONB from within and adjacent to its designated boundary. Underground cabling is also proposed for short section for a 400 kV overhead line crossing near Fairstead and approximately 5 km from just north of the Lower Thames Crossing (LTC) through to Tilbury Substation. Projects of this nature are required to assess the potential environmental impacts of the proposals, and report on those, and set out proposed mitigation, in an Environmental Statement (ES) in accordance with the relevant Environmental Impact Assessment (EIA) Regulations. The EIA starts early in the process and, in that respect, a considerable amount of assessment work has been undertaken to allow preliminary judgements to be made about the design and routeing of the Project. This has been set out in various publications (The Corridor and Preliminary Routeing and Siting Study (CPRSS), published as part of the 2022 non-statutory consultation, the Design Development Report, 2022 Non-Statutory Consultation Feedback Report and Strategic Options Backcheck and Review, published as part of the 2023 non-statutory consultation) with feedback helping shape the preliminary proposals. Further detailed assessment work has been undertaken since the 2023 non-statutory consultation and is published in the Preliminary Environmental Information Report (PEIR) to accompany the statutory consultation stage of the Project. National Grid will be writing up its Landscape and Visual Impact Assessment (LVIA) that will, in addition to other topic specific assessments, form the latter part of the EIA for the Project. This will include a write-up of an assessment on both landscape character and visual amenity. Where likely significant effects are anticipated the LVIA will consider and identify areas where it may be necessary and appropriate to put forward potential mitigation as part of an iterative design and assessment process.
Financial Compensation		
4.13.251	Concern that the Project will devalue property / impact on property value in this section.	National Grid acknowledges that its proposals may cause concern to landowners. Diminishment of property value known as 'injurious affection' and any other appropriate heads of claim will be considered on an individual basis in accordance with current legislation. We will pursue a voluntary agreement with affected landowners, acquiring rights in accordance with our Land Rights Strategy (the strategy is subject to review). If a voluntary agreement cannot be reached, then the Compulsory Purchase Code allows for a claim of compensation for the loss that property owners may have suffered as a direct result of the retained part of your property ownership being worth less as a direct result of the works. If there are any specific concerns about the devaluation of property National Grid would advise seeking third party advice or alternatively please contact the Project team: Norwich-Tilbury@fishergerman.co.uk or by calling us on Freephone 0808 175 3314. Alternatively, you can write to Norwich to Tilbury Land Team, Fisher German, The Atrium, Risby Business Park, Newmarket Road, Risby, Bury St Edmunds, IP28 6RD.

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4.13.252	Request for adequate financial compensation/ suggest that impacted individuals need to be compensate.	All affected landowners will be compensated for any temporary/permanent losses, and this will be dealt with on a case-by-case basis. If there are any specific concerns requiring compensation and how it will be assessed, please contact the Project team: Norwich-Tilbury@fishergerman.co.uk or by calling us on Freephone 0808 175 3314. Alternatively, you can write to Norwich to Tilbury Land Team, Fisher German, The Atrium, Risby Business Park, Newmarket Road, Risby, Bury St Edmunds, IP28 6RD. Additionally, we await details of how Government intends to implement its proposals for those living in close proximity to new electricity infrastructure.
Health, Safety and Wellbeing		
4.13.253	Concern over emergency vehicle access to new substation (especially if proposals include battery storage) due to unsuitable local roads.	National Grid has developed appropriate arrangements for construction and operational access to the substation site. These arrangements are set out in the material published as part of our 2024 statutory consultation. It is considered that these arrangements will ensure appropriate emergency access is available.
4.13.254	Concern that the Project breaches the Old Buckenham Royal Air Force (RAF) Safeguard zone (still in force and prohibits buildings or fixtures over 15 m high) and requires prior consultation with the Ministry of Defence (MOD).	National Grid has appointed an independent aviation consultancy who has engaged with (with National Grid also present) Old Buckenham Airfield As a Civil Aviation Authority (CAA) licensed airfield it has a defined safeguarding area within which all proposed developments within 13 nautical miles (24 km) and above 15 m in height are subject to consultation with the airfield. Following discussion and further assessment it has been determined that the airfield can continue to operate based on the Project design as per the proposed 2024 preferred draft alignment. The overhead line will not breach the obstacle clearance surface limits required under its CAA aerodrome licence nor have any other operational impacts on the airfield. We will continue to engage with nearby airfields and associated stakeholders – such as the Ministry of Defence (MOD), as appropriate throughout the project development process.
4.13.255	Concern that the Project may result in a negative impact on mental health / health and wellbeing.	National Grid recognises people may have concerns about the health effects of living close to an overhead line, and that the uncertainty whilst the proposals are developed may cause anxiety. We have sought to reduce potential effects on communities and residents through routeing and design. We have also sought to reduce concern or uncertainty about the proposals through making timely design decisions and engaging with the people and stakeholders throughout the development of the Project. The Project team will continue to engage with people potentially affected during the development of the Project, through regular communication including letters, phone calls and meetings. This will enable concerns to be raised and discussed at an early opportunity and provide a regular point of contact to respond to queries and concerns. We urge anyone with concerns to get in touch through the Norwich to Tilbury Freephone number, address or email throughout the development of the Project:

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		• **Call our Community Helpline:** 0800 915 2497 (Lines are open Monday to Friday 9am-5:30pm) • **Email us:** contact@n-t.nationalgrid.com • **Write to us:** FREEPOST N TO T (No stamp or further address details are required) The UK has a carefully thought-out set of policies for protecting us all against Electric and Magnetic Fields (EMFs), the main component of which is exposure guidelines. Those exposure guidelines are set by independent scientific bodies and are based on decades-long studies into the effects of EMFs and ill health. After those decades of research, the weight of evidence is against there being any health risks of EMFs below the guideline limits. These policies are incorporated into the decision-making process for development consent in National Policy Statement (NPS) EN-5. It is National Grid's policy to ensure that all of its equipment comply fully with those exposure limits. Our approach is to ensure that all our equipment complies with the policies, which are set by Government on the advice of their independent advisors. The proposed overhead lines, underground cables and substation will be designed to ensure they are fully compliant with these policies and guidelines. This ensures that health concerns relating to EMFs are properly and adequately addressed.
4.13.256	Concern that the siting of overhead lines presents a risk to light aircrafts in the area.	Our review of airfields within 4 km of the preferred corridor identified 10 General Aviation (GA) sites, one military site (Wattisham Flying Station) and the Mid and South Essex National Health Service (NHS) Broomfield Hospital which receives helicopters from a helipad on the roof of the main hospital building. We have also considered other airfields and flight activities where these have been identified through the 2022 and 2023 non-statutory consultations including for ballooning and for model flying. As well as considering feedback, National Grid's aviation advisers (an independent aviation consultancy) have directly engaged with these parties. A number of route alignment and pylon positioning changes have been made following consideration of feedback and in all but one case the assessment concludes that the airfields can continue to operate. In the remaining case of a private airstrip near Little Burstead we continue to liaise with the operator to identify an appropriate solution. Specifically in respect of Wattisham Flying Station our proposals position the alignment onto relatively lower ground (to remove the potential for interference with Instrument Landing System (ILS) radar) and adopt an alignment closer to the existing 132 kV overhead line and include replacing part of the 132 kV line south of Offton by underground cable to avoid a new overhead line corridor being introduced. We will continue to engage with relevant parties as appropriate throughout the project development process.
Heritage		
4.13.257	Concern about archaeological impacts (including impacts on sites of significance).	Through routeing and siting National Grid has sought and will continue to reduce as far as practicable potential impacts on the historic environment. We will be writing up our Historic Environment Assessment which will form part of the Environmental Impact Assessment (EIA) and will identify likely significant effects on archaeological sites. To inform this assessment, we are undertaking desk-based assessment and a suite of archaeological surveys to understand the baseline historic environment and refine the Project design further. We will continue to engage with Historic England and relevant Local Planning Authorities (LPAs) on aspects relating to heritage, including appropriate mitigation measures and techniques and to take their views into account as the Project continues to develop.

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4.13.258	Concern about the negative impact on heritage buildings / listed buildings / historical site and suggest that the Project is routed away from or not located at heritage buildings / listed buildings / historical sites.	Through routeing and siting National Grid has sought to and will continue to reduce as far as practicable potential impacts on the historic environment, including listed buildings and known heritage assets. If potential impacts on the historic environment are identified, we will explore a range of mitigation measures such as careful siting of pylons and screening (both new and existing) to reduce potential impacts where practicable. This will be presented within the Historic Environment Assessment which will be written up and will form part of the Environmental Impact Assessment (EIA) for the Project. We will continue to engage with Historic England and relevant Local Planning Authorities (LPAs) on aspects relating to heritage, including appropriate mitigation measures and techniques and will take their views into account as the Project continues to develop.
4.13.259	Concern that archaeological findings in Fordham could delay the Project.	National Grid is undertaking a Historic Environment Assessment as part of the Environmental Impact Assessment (EIA) process to identify likely significant effects on archaeological sites. To inform this assessment, National Grid is undertaking a desk-based assessment and a suite of archaeological surveys to understand the baseline historic environment and refine the Project design further. We will continue to engage with Historic England and relevant Local Planning Authorities (LPAs) on aspects relating to heritage, including appropriate mitigation measures and techniques and to take their views into account as the Project continues to develop.
4.13.260	Suggests that that the historic Parish / Village boundary (Ancient Historic Higham / Holton St. Mary western boundary) must be preserved and retained.	Through routeing and siting, National Grid has sought to and will continue to reduce as far as practicable potential impacts on the historic environment, including impacts on the historic landscape. If impacts on the historic landscape occur, we will explore a range of mitigation measures such as careful siting or reinstatement of historic landscape features to reduce potential impacts where practicable. Where impacts on the historic landscape are identified these will be presented within the Historic Environment Assessment which is being undertaken as part of the Environmental Impact Assessment (EIA) for the Project. We will continue to engage with Historic England and relevant Local Planning Authorities (LPAs) on aspects relating to heritage, including appropriate mitigation measures and techniques and will take their views into account as the Project continues to develop.
Information		
4.13.261	Concern that the Project crosses existing gas and water pipelines.	National Grid is aware of the presence of various utilities and will take appropriate account of them in developing the Project, following consideration of feedback about the 2023 preferred draft alignment. We will engage with utility providers throughout the project development process to establish appropriate crossing arrangements.
4.13.262	Concern that the Project is routed close to existing Ardleigh reservoir.	National Grid has sought to and will continue to seek to reduce the impact on features of the water environment and will continue to refine the potential interactions through careful siting of infrastructure and pylons. Water features would be safeguarded from pollution during construction of the Project, through implementation of a raft of measures that will be secured within the application for development consent.
4.13.263	Concern that the Project is routed close to/above a high pressure gas pipeline from	National Grid is aware of the presence of various utilities and will take appropriate account of them in developing the Project following consideration of feedback on the 2023 preferred draft alignment. We will engage with utility providers throughout the project development process.

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	Barton to London at pylons TB058 and TB059.	
4.13.264	Concern that the underground section of the Project is in close proximity (less than one mile) to Anglia Water's New Water Main Network between Bury St Edmunds and Colchester.	National Grid is aware of the proposed Anglian Water new water main network between Bury St Edmunds and Colchester. The 2024 preferred draft alignment underground cable sections would not currently interact with this proposed asset though the overhead line section of the Project in this area would cross it. Based on the information available, pylons have been sited to avoid interacting with this proposed pipeline. We will continue to engage with Anglia Water throughout the project development process.
4.13.265	Information provided on soil structure within proximity of Hunter Chase for consideration during earthworks (i.e. digging pylon bases or burying underground cables).	As part of the ongoing Project development, more detailed ground investigation will be undertaken and fed into the development process. This information will be held and continue to be referenced throughout the lifecycle of the Project design. Any location specific parameters will be fed into the detailed design process and mitigated against as the design continues to evolve.
4.13.266	The Project from TB060 to TB053 will be in direct path of under radar travelling used by army at Colchester and connects to Boreham.	National Grid has consulted on its proposals via the established mechanisms of consultation with the Ministry of Defence and no concerns have been raised on this specific point.
Mitigation		
4.13.267	Suggest mitigation measures (e.g. through planting and screening measures/ replanting / rewilding / habitats replacement).	Through the routeing and siting exercise, National Grid has sought to, and will continue to seek to maximise the use of existing landform and vegetation to screen and filter views of the Project as far as practicable as it passes through the wider landscape. Where new infrastructure is required as part of the Project and the Environmental Impact Assessment (EIA) concludes that additional mitigation would be appropriate, measures to reduce effects can include the use of underground cables in the areas of highest amenity value (e.g. the Dedham Vale Area of Outstanding Natural Beauty (AONB)), sympathetic siting of infrastructure including substations, Cable Sealing End (CSE) compounds and pylons, and where necessary a range of mitigation planting for the purpose of softening and screening. The Environment Act 2021 introduces a mandatory requirement for 10% Biodiversity Net Gain (BNG) for new Development Consent Order (DCO) developments (which is not yet in force). We have committed to deliver Net Gain of at least 10% or greater in environmental value (including BNG) on all construction projects. The Net Gain target for the Project is currently voluntary and aligned with our corporate sustainability commitment. As well as seeking to avoid and minimise impacts to nature, the Project will consider the land required for mitigation, compensation and enhancement that can deliver BNG and wider environmental benefits, which will be identified as

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		the Project design develops. This may require delivery of offsite Biodiversity Units via habitat creation or enhancement actions in strategic areas, and we will consider all options that are available to us.
Public Rights of Way (PRoW)		
4.13.268	Concern about the negative impact on Public Rights of Way (PRoW).	Through routeing and siting, National Grid has sought to and will continue to reduce, as far as practicable, impacts and disruption to Public Rights of Way (PRoW). The iterative process of route design has identified the existing PRoW network and their wider connectivity and sought where practicable to reduce and where possible remove impacts to PRoW. If mitigation is required, measures may include the temporary closure of PRoW during the construction phase, and where practicable a diversion to allow for the continued use and movement of the wider PRoW network. Effects on PRoW will be mitigated where possible, maintaining access where practicable, with closures as a last resort. We will continue to engage with relevant stakeholders on the PRoW network to enable feedback and input to be considered as the Project develops. A PRoW Management Strategy will be prepared as part of the Outline Code of Construction Practice (CoCP) and submitted with the Development Consent Order (DCO) application.
4.13.269	Concern that the Project will have a negative impact on the Essex Way (e.g. for walkers and visual impact).	Projects of this nature are required to assess the potential environmental impacts of the proposals, and report on those, and set out proposed mitigation, in an Environmental Statement (ES) in accordance with the relevant Environmental Impact Assessment (EIA) Regulations. The EIA starts early in the process and, in that respect, a considerable amount of assessment work has been undertaken to allow preliminary judgements to be made about the design and routeing of the Project. This has been set out in various publications (The Corridor and Preliminary Routeing and Siting Study (CPRSS), published as part of the 2022 non-statutory consultation, the Design Development Report, 2022 Non-Statutory Consultation Feedback Report and Strategic Options Backcheck and Review, published as part of the 2023 non-statutory consultation) with feedback helping shape the preliminary proposals. Further detailed assessment work has been undertaken since the 2023 non-statutory consultation and is published in the Preliminary Environmental Information Report (PEIR) to accompany the statutory consultation stage of the Project. Potential Impacts and disruptions to PRoW: Through routeing and siting, National Grid has sought to and will continue to reduce, as far as practicable, impacts and disruption to Public Rights of Way (PRoW) such as the Essex Way. The iterative process of route design has identified the existing PRoW network and their wider connectivity and sought where practicable to reduce and where possible remove impacts to PRoW. If mitigation is required, measures may include the temporary closure of PRoW during the construction phase, and where practicable a diversion to allow for the continued use and movement of the wider PRoW network. Effects on PRoW would be mitigated where possible, maintaining access where practicable, with closures as a last resort. We would continue to engage with the interested parties and stakeholders on the PRoW network to enable feedback and input to be considered as the Project develops. A PRoW Management Strategy will be prepared as part of the Outline Code of Construction Practice (CoCP) and submitted with the Development Consent Order (DCO) application.

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		We will be writing up our Traffic and Transport Assessment within the Environmental Statement (ES) that will, in addition to other topic specific assessments, form part of the Environmental Impact Assessment (EIA) for the Project and identify the significance of effects for users of the affected PRoW such as the Essex Way. Potential Visual Impacts: National Grid, through the routeing and siting exercise, has sought to reduce the impact on landscape character and visual amenity. We will continue to consider both landscape character and visual amenity as the proposals develop and seek to reduce effects where practicable. We will be writing up our Landscape and Visual Impact Assessment (LVIA) that will, in addition to other topic specific assessments, form the latter part of the EIA for the Project. This will include a write-up of an assessment on both landscape character and visual amenity, including the assessment of sequential effects on views from promoted long distance trails such as the Essex Way. Where likely significant effects are anticipated the LVIA will consider and identify areas where it may be necessary and appropriate to put forward potential mitigation as part of an iterative design and assessment process.
4.13.270	Suggest mitigation measures for Public Rights of Way (PRoW).	Through routeing and siting, National Grid has sought to and will continue to reduce, as far as practicable, impacts and disruption to Public Rights of Way (PRoW). The iterative process of route design has identified the existing PRoW network and their wider connectivity and sought where practicable to reduce and where possible remove impacts to PRoW. In the event that mitigation is required, measures may include, the temporary closure of PRoW during the construction phase, and where practicable a diversion to allow for the continued use and movement of the wider PRoW network. Effects on PRoW will be mitigated where possible, maintaining access where practicable, with closures as a last resort. National Grid will continue to engage with relevant stakeholders on the PRoW network to enable feedback and input to be considered as the Project develops. A PRoW Management Strategy will be prepared as part of the Outline Code of Construction Practice (CoCP) and submitted with the Development Consent Order (DCO) application.
Question		
4.13.271	Query regarding whether consideration will be taken into account of building any other new road or service infrastructure alongside the Project (e.g., to reduce impacts in future).	The scope of this Project is the construction of a 400 kV electrical connection between Norwich and Tilbury and that is the primary focus. Should potential opportunities arise in discussions with stakeholders, then these can be explored in parallel and continuing discussions with those involved, however there are lots of conflicting requirements and perspectives in pursuing opportunities for wider collaboration and none have been identified as of the current Project development status.
4.13.272	Query regarding whether the Project will affect the water aquifer in this section (given	The Environmental Impact Assessment (EIA) will include an assessment within the Contaminated Land, Geology and Hydrogeology chapter, which will identify any potential impacts, including to aquifers, and introduce any mitigation, as required. However, where the 2024 preferred draft alignment in this section of the route constitutes overhead lines, interaction with underlying aquifers would be limited. Where underground cables are proposed careful attention will

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	that it is located in one of the driest areas in England).	be paid to methods of construction such that effects to aquifers are not material. Any piling activities e.g., for pylon foundations, would be undertaken in accordance with good practice, and informed by Project Ground Investigation data.
4.13.273	Why does the power need to go to Ardleigh? (e.g. given that a new substation will be needed).	The Corridor and Preliminary Routeing and Siting Study (CPRSS) published at the 2022 non-statutory consultation and the Design Development Report (DDR) published at the 2023 non-statutory consultation set out the need case for the Project, the requirement to connect customers (North Falls, Five Estuaries and Tarchon) and the rationale for selecting the East Anglia Connection Node (EACN) substation connection site, including its preference over alternatives. These reasons remain valid.
Request		
4.13.274	Request for further information on the impact of construction access for the Project on the spinney near the B1029.	Construction access, egress and associated traffic routes are being considered and discussed with the appropriate local and national highways authorities. The detailed proposals will be consulted on during the 2024 statutory consultation.
4.13.275	Request that construction within proximity of Great Horkesley is carried out in the minimum possible timeframe and that no works are carried out during evenings or weekends (i.e. to minimise disruption to residents).	All construction work will be planned to reduce disturbance to the community as far as reasonably practicable and we will work within the parameters granted within the Development Consent Order (DCO).
4.13.276	Request for assurances from National Grid that 24/7 heavy goods vehicles (HGV) access to chicken rearing enterprise at Upp Hall will be maintained.	Construction access, egress and associated traffic routes are being considered and discussed with the appropriate local and national highways authorities. The detailed proposals will be consulted on during the 2024 statutory consultation and included as part of our Project Construction Traffic Management Plan (CTMP) which will set out the planned routeing strategy and management of such. The assessment whilst considering the current road network parameters will determine any required traffic management, temporary restrictions/changes if and where required. It is anticipated that roads would only be closed where this is required for safe working and any length of closure would be kept to a minimum. Roads proposed for closure will include the proposed diversion routes. Where a public road is to be closed, access to and from residential, commercial, community and agricultural land uses will be maintained throughout the construction period. Where this is not practicable, alternative arrangements will be made with the affected parties through the land agreements.
4.13.277	Request for careful surveying, mitigation and monitoring when carrying out construction that could impact Lark Hall	The Historic Environment Assessment will consider construction phase impacts to heritage assets, whether occurring due to direct impacts or indirectly such as through vibration or ground movement. Construction working practices would be secured through Code of Construction Practice (CoCP) secured by the Development Consent Order (DCO)

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	(i.e. to mitigate impact that is exasperated by its shallow foundations).	to ensure accidental damage does not occur. This may take the form of pre-construction condition surveys of listed buildings and monitoring during construction.
4.13.278	Request for confirmation that any service access roads and other earthworks necessary for the construction will be temporary only, and that any damage will be restored following construction.	The approach to accommodation works required to deliver the Project are being developed and will be presented at the 2024 statutory consultation for feedback. The majority of the work will be temporary with sites being restored on completion of the works. However National Grid will be seeking to design the accommodation works, where practicable, to potentially offer a permanent benefit. This could be by improving visibility from field access points or leaving sections of stone road where it benefits farmers or Public Rights of Way (PRoW). This detail will be considered through the 2024 statutory consultation feedback.
4.13.279	Request for confirmation that no security lighting will be emitted from the site, including upwards light pollution.	Typically (subject to a System Security Assessment), security lighting would be alarm activated and would be deactivated when the alarm is handled by the security control centre. Generally, all alarms should be handled within three minutes, unless it is a genuine incident. Any operational lighting associated with the permanent assets such as Cable Sealing End (CSE) compounds and the East Anglia Connection Node (EACN) substation will be considered within the Environmental Impact Assessment (EIA) as well as any potential mitigation required.
4.13.280	Request for confirmation that the East Anglia Connection Node (EACN) substation will be surrounded by large banking erected with planting of trees to mitigate visual and noise from the site.	Projects of this nature are required to assess the potential environmental impacts of the proposals, and report on those, and set out proposed mitigation, in an Environmental Statement (ES) in accordance with the relevant Environmental Impact Assessment (EIA) Regulations. The EIA starts early in the process and, in that respect, a considerable amount of assessment work has been undertaken to allow preliminary judgements to be made about the design and routeing of the Project. This has been set out in various publications (The Corridor and Preliminary Routeing and Siting Study (CPRSS), published as part of the 2022 non-statutory consultation, the Design Development Report, 2022 Non-Statutory Consultation Feedback Report and Strategic Options Backcheck and Review, published as part of the 2023 non-statutory consultation) with feedback helping shape the preliminary proposals. Further detailed assessment work has been undertaken since the 2023 non-statutory consultation and is published in the Preliminary Environmental Information Report (PEIR) to accompany the statutory consultation stage of the Project. National Grid will be writing up its Landscape and Visual Impact Assessment (LVIA) that will, in addition to other topic specific assessments such as noise, form the latter part of the EIA for the Project. The East Anglia Connection Node (EACN) substation design will be included within the LVIA. This will include a write-up of an assessment on both landscape character and visual amenity. Where likely significant effects are anticipated the LVIA will consider and identify areas where it may be necessary and appropriate to put forward potential mitigation as part of an iterative design and assessment process.
4.13.281	Request for detailed information on the method of undergrounding in the Area of Outstanding Natural Beauty	The installation of underground cable through the Area of Outstanding Natural Beauty (AONB) is planned as open trench installation which means six trenches would be excavated over the route, ducts will be installed, and the trenches backfilled. Underground cables will then be pulled through the ducts and once all works have been completed the land reinstated. There will be sections where open trenching may not be suitable due to environmental

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	(AONB) section, and detail on the transition from trenching to horizontal directional drilling.	constraints, and National Grid will therefore have to consider a trenchless excavation / installation method such as horizontal directional drilling. Whilst such techniques reduce potential disturbance to the feature they route under, there are effects from the drive and exit pits at each side of the trenchless section. Further details of preferred underground cable installation methods, and their location will be available as part of the 2024 statutory consultation.
4.13.282	Request for exact location of the 120 m dig in the field in proximity of Sandpits Lane.	This information will be published as part of our 2024 statutory consultation. National Grid notes that there are some locations where the construction swathe may differ from this typical figure, but this will be clear on the relevant plan.
4.13.283	Request for further detail on the proposed working width at given location (respondent advised that this could vary between 65 -100 m depending on the topography of the land).	Working widths relating to overhead lines will be wider around pylon bases to provide adequate working areas around the pylons and narrow down around the spans between pylons. Working widths relating to underground cables vary over the route to allow for routeing around physical constraints, widths will also increase around Cable Sealing End (CSE) compounds due to their physical size. The working width will also need to account for associated temporary works such as welfare compounds, storage/laydown, temporary drainage etc. The details of the proposed working areas and the draft boundary of the Development Consent Order (DCO) will be presented at the 2024 statutory consultation.
4.13.284	Request for further information on the rationale behind the Ardleigh Substation's location (particularly referencing windfarms and the Tarchon interconnect).	The Corridor and Preliminary Routeing and Siting Study (CPRSS) published at the 2022 non-statutory consultation and the Design Development Report (DDR) published at the 2023 non-statutory consultation set out the need case for the Project, the requirement to connect customers (North Falls, Five Estuaries and Tarchon) and the rationale for selecting the East Anglia Connection Node (EACN) substation connection site, including its preference over alternatives. These reasons remain valid.
4.13.285	Request for information on road closures during construction.	National Grid, as part of the iterative design process, will undertake an assessment within the Environmental Statement (ES) and Transport Assessment (TA) of the existing road network to gain an understanding of the local road network which the Project would need to utilise during both the construction and operational phases. As part of this assessment, we will work closely with the relevant highway authorities to understand and gain information on the local road network. This information will be used to inform and guide the drafting of the Outline Construction Traffic Management Plan (CTMP) for the Project. The Outline CTMP will define the local road network to be used for construction traffic movements, highlight any restrictions to such movement and if required control working patterns and timings to ensure impacts to other road users from construction traffic related to the Project is reduced as far as practicable. Should road closures be required, these would be agreed with the relevant highway authorities and mitigation provided as outlined within the Outline CTMP. The Outline CTMP will be submitted as part of the Development Consent Order (DCO) application. A draft Outline CTMP will be presented at the 2024 statutory consultation which will contain the high-level details of the above information.

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4.13.286	Request for more information impact of pylons to future development of Ipswich.	The route of the connection to and from Bramford is around 2 km from the western edge of Ipswich and sited beyond the A14. The location of sites allocated in local plans has been considered through the process of developing the 2023 preferred draft alignment. National Grid will continue to review updates to local plan allocations and consider the appropriate response. We do not consider that the presence of overhead lines is itself a constraint to development with the exception of necessary safety clearances that are required to be maintained.
4.13.287	Request for National Grid to contact landowner of Bobbitts Hall in advance if further inspection surveys of land are required.	National Grid's lands team will make contact with the landowner if and when further surveys are required on the land associated with Bobbitts Hall.
4.13.288	Request that all the Conservation areas around Bobbitts Hall (along the western boundary area) should not be disturbed (particularly the Open Streams).	Through routeing and siting, National Grid has sought to and will continue to reduce as far as practicable potential impacts on the historic environment, including conservation areas and historic landscape. If impacts on the historic environment occur, we will explore a range of mitigation measures such as careful siting of pylons, screening (both new and existing) and reinstatement of historic landscape features to reduce potential impacts where practicable. Where impacts on the historic environment are identified these will be presented within the Historic Environment Assessment which is being undertaken as part of the Environmental Impact Assessment (EIA) for the Project. National Grid will continue to engage with Historic England and relevant Local Planning Authorities (LPAs) on aspects relating to heritage, including appropriate mitigation measures and techniques and will take their views into account as the Project continues to develop.
4.13.289	Request that underground cables in the Area of Outstanding Natural Beauty (AONB) be thrust-bored under roads to prevent disruption.	When crossing roads with new underground cable installations National Grid will consider the methodology of installation against the physical attributes of the location such as any constraints both above and below ground, local sensitive receptors, ground conditions etc. The types of installation methodology we consider in any location are both open trench installation and trenchless techniques, open trench being the preferred and trenchless being the alternative where factors of consideration determine such. Further details of preferred underground cable installation methods and their locations will be available as part of the 2024 statutory consultation. Where the need for trenchless excavation is determined then thrust boring is one method of trenchless excavation available that we can consider, other alternative trenchless methods are available too, each having their advantages and disadvantages. The actual methodology of trenchless excavation to be utilised will again be determined by detailed assessment, this will consider the ground conditions, length of undergrounding to be undertaken, underground constraints enroute, depth of installation, working space available, sensitive local receptors with regards to noise and vibration, along with skilled labour and equipment resource availability.
4.13.290	Request that consideration is given to how underground cables will cross Sandpits	When crossing roads with new underground cable installations, National Grid will consider the methodology of installation against the physical attributes of the location such as any constraints both above and below ground, local sensitive receptors, ground conditions etc. The types of installation methodology we consider in any location are both

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	Lane and the potential impact on nearby woodland.	open trench installation and trenchless techniques, open trench being the preferred and trenchless being the alternative where factors of consideration determine that open trench is not appropriate. Currently the preferred underground cable crossing methodology of Sandpits Lane is by open cut trench, this allows us to keep our permanent underground cable corridor narrower than if installed by trenchless methods meaning we can adequately circumnavigate to the south of the woodland.
4.13.291	Request that National Grid work to minimise their impact on commercial shoot during the period of any pre-construction surveys and the construction period.	When agreeing access to land for surveys with landowners, National Grid uses a licence agreement which stipulates the following regarding of shoots, *'use reasonable endeavors to minimise any potential disruption to shoot days on the Property by not taking access on the three days prior to a shoot day notified to the Licensee (National Grid) prior to or upon service of the 7 days' notice referred to in Clause 5.2, provided that the Licensor (Landowner) shall use reasonable endeavors to provide to the Licensee when returning this Licensee duly signed by or on its behalf details of the dates of any shoot day'.* During the construction phase, there is potential to have a greater impact on commercial shoots due to the duration on site, but we will look to reduce and mitigate this by liaising with the landowner/shoot organiser.
4.13.292	Why does the Project not follow the linear north / south route at Ardleigh like it does for the rest of the Project?	The deviation from a linear north / south route is to make the connection to the East Anglia Connection Node (EACN) substation. As set out in the Corridor and Preliminary Routeing and Siting Study (CPRSS) published at the 2022 non-statutory consultation as well as the Strategic Option Backcheck Report (SOBR) and Design Development Report (DDR) published at the 2023 non-statutory consultation, National Grid identified the most economic and efficient solution to meet the combined need for reinforcement and connecting new windfarm customers was to connect the EACN substation as an integral part of the Project. These previously published documents also set out the rationale for selecting the EACN substation connection site including its preference over alternatives. This included consideration of a site west of the A12 on the former Royal Air Force (RAF) Boxted site potentially connecting to a more linear north / south appearance of the reinforcement. The reasons not to prefer the former RAF Boxted site remain valid and mainly related to the greater effects considered to be likely to arise from multiple underground cable corridors being necessary (due to various corridor restrictions) including through the Area of Outstanding Natural Beauty (AONB). The greater effects on the AONB are considered less consistent with National Grid's duties and relevant planning policy and therefore less preferred.
Substation		
4.13.293	Concern about the impact of noise and light pollution from East Anglia Connection Node (EACN) substation.	Impacts during construction are being assessed in the Environmental Impact Assessment (EIA) that will be submitted within the application for development consent. The Environmental Statement (ES) will include an assessment of operational noise from the proposed East Anglia Connection Node (EACN) substation. The substation design would incorporate noise mitigation measures where necessary. Exterior and interior lighting would be provided at the site to allow for safe movement and the operation of equipment. All lighting would be designed in accordance with the appropriate design standards and expected to include the use of motion detection triggered and directional lighting to reduce the potential for effects of concern.

Ref no.	Summary of matters raised	National Grid's response
Tourism		
4.13.294	Concern about the impact of the Project on tourism.	National Grid has a duty under the Electricity Act 1989 to have regard to the desirability of (amongst other things) preserving natural beauty, and to do what it reasonably can to mitigate the associated effects of new infrastructure. Through routeing and siting we have sought to avoid, as far as practicable, locations important for leisure and tourism. This includes taking forward a preferred draft route alignment which included changes to reduce effects on sites important for tourism such as Bressingham Steam Museum and Gardens. We will continue to consider these locations as we develop our proposals and seek to reduce effects, by implementing measures such as, the use of underground cables in the areas of highest amenity value (Dedham Vale Area of Outstanding Natural Beauty (AONB)), and appropriately control construction related traffic movements during the construction phase to minimise disruption to local road users. Potential impacts on leisure and tourism will be presented within a Socio-economics, Recreation and Tourism assessment which is being written up and will form part of the Environmental Impact Assessment (EIA). As part of this assessment, a range of measures are being considered throughout the construction phase of the Project to minimise disruption on leisure and tourism. These include traffic management, signage and routeing measures. These will be identified within the Environmental Statement (ES), the Outline Code of Construction Practice (CoCP) and the Outline Construction Traffic Management Plan (CTMP).
Visual Impact		
4.13.295	Concern about the cumulative effect of onshore National Grid projects within this section.	National Grid is, as part of the Environmental Impact Assessment (EIA) for the Project, undertaking a cumulative effects assessment in accordance with the Planning Inspectorate's Advice Note Seventeen 'Cumulative Effects Assessment'. We will also engage with developers of infrastructure projects and other National Grid project teams in the area to understand their development plans and to identify complementary design principles and parameters where available and if practicable.
4.13.296	Concern about the cumulative effect of the Project alongside existing overhead lines.	National Grid is, as part of the Environmental Impact assessment (EIA) for the Project, undertaking a cumulative effects assessment in accordance with the Planning Inspectorate's Advice Note Seventeen 'Cumulative Effects Assessment'. Projects of this nature are required to assess the potential environmental impacts of the proposals, and report on those, and set out proposed mitigation, in an Environmental Statement (ES) in accordance with the relevant EIA Regulations. The EIA starts early in the process and, in that respect, a considerable amount of assessment work has been undertaken to allow preliminary judgements to be made about the design and routeing of the Project. This has been set out in various publications (The Corridor and Preliminary Routeing and Siting Study (CPRSS), published as part of the 2022 non-statutory consultation, the Design Development Report, 2022 Non-Statutory Consultation Feedback Report and Strategic Options Backcheck and Review, published as part of the 2023 non-statutory consultation) with feedback helping shape the preliminary proposals. Further detailed assessment work has been undertaken since the 2023 non-statutory consultation and is published in the Preliminary Environmental Information Report (PEIR) to accompany the statutory consultation stage of the Project.

Ref no.	Summary of matters raised	National Grid's response
		National Grid will be writing up its Landscape and Visual Impact Assessment (LVIA) that will, in addition to other topic specific assessments, form the latter part of the EIA for the Project. This will include a write-up of an assessment on both landscape character and visual amenity. Where likely significant effects are anticipated the LVIA will consider and identify areas where it may be necessary and appropriate to put forward potential mitigation as part of an iterative design and assessment process. For the LVIA, information will be gathered on the existing applicable environment / receptors and presented as the baseline. Any existing infrastructure (such as existing transmission lines and associated wirescapes) will form part of the baseline environment for the Project to be assessed against, to identify if significant landscape and / or visual effects are likely to arise. In the event significant effects are predicted, where possible, mitigation measures will be proposed to reduce the effect as far as practicable. The findings and conclusions of the LVIA and other topics assessments will then be considered within the cumulative impact assessment for the Project. Our 2024 statutory consultation will publish details of the Project including proposals to replace certain sections of 132 kV overhead line connection with underground cable. We will continue to liaise with UK Power Networks (UKPN) on other opportunities where the Project may facilitate opportunities for 132 kV network rationalisation.
4.13.297	Concern over the effect of the Project on Viewpoints 5 and 6 of 9 important views identified in the Copdock and Washbrook Neighbourhood Plan.	Projects of this nature are required to assess the potential environmental impacts of the proposals, and report on those, and set out proposed mitigation, in an Environmental Statement (ES) in accordance with the relevant Environmental Impact Assessment (EIA) Regulations. The EIA starts early in the process and, in that respect, a considerable amount of assessment work has been undertaken to allow preliminary judgements to be made about the design and routeing of the Project. This has been set out in various publications (The Corridor and Preliminary Routeing and Siting Study (CPRSS), published as part of the 2022 non-statutory consultation, the Design Development Report, 2022 Non-Statutory Consultation Feedback Report and Strategic Options Backcheck and Review, published as part of the 2023 non-statutory consultation) with feedback helping shape the preliminary proposals. Further detailed assessment work has been undertaken since the 2023 non-statutory consultation and is published in the Preliminary Environmental Information Report (PEIR) to accompany the statutory consultation stage of the Project. National Grid will be writing up its Landscape and Visual Impact Assessment (LVIA) that will, in addition to other topic specific assessments, form the latter part of the EIA for the Project. This will include a write-up of an assessment on both landscape character and visual amenity. Where likely significant effects are anticipated the LVIA will consider and identify areas where it may be necessary and appropriate to put forward potential mitigation as part of an iterative design and assessment process (in consultation with relevant stakeholders). Landscape and visual viewpoints will be used to produce technical visualisations to assist stakeholders and ultimately the Planning Inspectorate to understand the likely effects of the Project on landscape character and on views from specific points. Where practicable, viewpoints will be selected to represent several different receptor groups, for example on the edge of a settlement, on a promoted Public Right of Way (PRoW), at a high point or near to a cluster of properties. Viewpoints selected to represent the different groups of people likely to be affected by the Project will be agreed with Natural England and the Area of Outstanding Natural Beauty (AONB) Partnership (where required) and Local Planning Authorities (LPAs). The selection of the final viewpoints will be informed by a combination of Zone of Theoretical Visibility (ZTV) analysis, ground truthing field work, desk-based research on access and recreation (including PRoW – i.e. long distance paths, footpaths, bridleways – and public land), tourism

Ref no.	Summary of matters raised	National Grid's response
		including popular vantage points, and by the distribution of the different groups of visual receptors. Views identified in Local Plans will also be considered in the assessment. As the Project design evolves, amendments to viewpoint locations and additional viewpoints may be required to inform the LVIA. In the event that changes are identified and / or additional viewpoints are considered necessary these would be discussed and agreed with the relevant stakeholders.
4.13.298	Concern that the Project will be unsightly / visually intrusive (e.g. overhead lines, Cable Sealing End (CSE) compounds and substations).	The relevant National Policy Statement (NPS) is EN-5 which makes it clear that the Government considers overhead lines to be appropriate and acceptable in most instances, although it recognises that that there may be, at particularly sensitive locations, potential adverse landscape and visual impacts of an overhead line that make it inconsistent with our duties and relevant planning policy. In such cases the use of 400 kV underground cable would be adopted between carefully sited Cable Sealing End (CSE) compounds noting that such structures themselves may give rise to visual effects. The proposed East Anglia Connection Node (EACN) substation siting has also considered the potential for landscape and visual effects and whether particular sites provide greater screening or potential for screening to reduce effects. Projects of this nature are required to assess the potential environmental impacts of the proposals, and report on those, and set out proposed mitigation, in an Environmental Statement (ES) in accordance with the relevant Environmental Impact Assessment (EIA) Regulations. The EIA starts early in the process and, in that respect, a considerable amount of assessment work has been undertaken to allow preliminary judgements to be made about the design and routeing of the Project. This has been set out in various publications (The Corridor and Preliminary Routeing and Siting Study (CPRSS), published as part of the 2022 non-statutory consultation, the Design Development Report, 2022 Non-Statutory Consultation Feedback Report and Strategic Options Backcheck and Review, published as part of the 2023 non-statutory consultation) with feedback helping shape the preliminary proposals. Further detailed assessment work has been undertaken since the 2023 non-statutory consultation and is published in the Preliminary Environmental Information Report (PEIR) to accompany the statutory consultation stage of the Project. National Grid will be writing up its Landscape and Visual Impact Assessment (LVIA) that will, in addition to other topic specific assessments, form the latter part of the EIA for the Project. This will include a write-up of an assessment on both landscape character and visual amenity. Where likely significant effects are anticipated the LVIA will consider and identify areas where it may be necessary and appropriate to put forward potential mitigation such as screen planting and softening as part of an iterative design and assessment process.
4.13.299	Concern that the Project will cause a negative impact on landscape / views.	The relevant National Policy Statement (NPS) is EN-5 which makes it clear that the Government considers overhead lines to be appropriate and acceptable in most instances, although it recognises that that there may be, at particularly sensitive locations, potential adverse landscape and visual impacts of an overhead line that make it inconsistent with our duties and relevant planning policy. National Grid through the routeing and siting exercise has sought to reduce the impact on landscape character and visual amenity. We will continue to consider both landscape character and amenity value as we develop our proposals and seek to reduce effects.

Ref no.	Summary of matters raised	National Grid's response
		Measures to reduce such effects have included the use of underground cables in the areas of highest amenity value such as the Dedham Vale Area of Outstanding Natural Beauty (AONB) and its setting and careful consideration of siting of infrastructure and pylons. Projects of this nature are required to assess the potential environmental impacts of the proposals, and report on those, and set out proposed mitigation, in an Environmental Statement (ES) in accordance with the relevant Environmental Impact Assessment (EIA) Regulations. The EIA starts early in the process and, in that respect, a considerable amount of assessment work has been undertaken to allow preliminary judgements to be made about the design and routeing of the Project. This has been set out in various publications (The Corridor and Preliminary Routeing and Siting Study (CPRSS), published as part of the 2022 non-statutory consultation, the Design Development Report, 2022 Non-Statutory Consultation Feedback Report and Strategic Options Backcheck and Review, published as part of the 2023 non-statutory consultation) with feedback helping shape the preliminary proposals. Further detailed assessment work has been undertaken since the 2023 non-statutory consultation and is published in the Preliminary Environmental Information Report (PEIR) to accompany the statutory consultation stage of the Project. National Grid will be writing up its Landscape and Visual Impact Assessment (LVIA) that will, in addition to other topic specific assessments, form the latter part of the EIA for the Project. This will include a write-up of an assessment on both landscape character and visual amenity. Where likely significant effects are anticipated the LVIA will consider and identify areas where it may be necessary and appropriate to put forward potential mitigation such as screen planting and softening as part of an iterative design and assessment process.
4.13.300	Suggests the Project should be routed away from panoramic long-range view south covering the Special Landscape Area (SLA) in Burstall (as part of the existing National Grid Bramford-Twinstead pylon project, it was deemed a view worth preserving and enhancing, so agreement was reached to remove the existing lower voltage lines).	Projects of this nature are required to assess the potential environmental impacts of the proposals, and report on those, and set out proposed mitigation, in an Environmental Statement (ES) in accordance with the relevant Environmental Impact Assessment (EIA) Regulations. The EIA starts early in the process and, in that respect, a considerable amount of assessment work has been undertaken to allow preliminary judgements to be made about the design and routeing of the Project. This has been set out in various publications (The Corridor and Preliminary Routeing and Siting Study (CPRSS), published as part of the 2022 non-statutory consultation, the Design Development Report, 2022 Non-Statutory Consultation Feedback Report and Strategic Options Backcheck and Review, published as part of the 2023 non-statutory consultation) with feedback helping shape the preliminary proposals. Further detailed assessment work has been undertaken since the 2023 non-statutory consultation and is published in the Preliminary Environmental Information Report (PEIR) to accompany the statutory consultation stage of the Project. National Grid, through the routeing and siting exercise, has sought to reduce the impact on landscape character and visual amenity. We will continue to consider both landscape character and visual amenity as we develop our proposals and seek to reduce effects where practicable. National Grid will be writing up its Landscape and Visual Impact Assessment (LVIA) that will, in addition to other topic specific assessments, form the latter part of the EIA for the Project. This will include a write-up of an assessment on both landscape character and visual amenity. Where likely significant effects are anticipated the LVIA will consider and identify areas where it may be necessary and appropriate to put forward potential mitigation as part of an iterative design and assessment process.

Ref no.	Summary of matters raised	National Grid's response
		Our 2024 statutory consultation will publish details of the Project including proposals to replace certain sections of 132 kV overhead line connection with underground cable in the locations identified by the respondent. We will continue to liaise with UK Power Networks (UKPN) on other opportunities where the Project may facilitate opportunities for 132 kV network rationalisation.
Wildlife / Ecology Impact		
4.13.301	Concern about the impact of the Project (including overhead lines) on birds.	Birds are being assessed in the biodiversity assessment which will form part of the Environmental Impact Assessment (EIA) following extensive desk study and field work. A bespoke survey scope specifically to assess collision risk with overhead lines has been agreed with Natural England targeting wintering / passage birds. Surveys commenced in September 2022 with the assessment to be included within the EIA. Should adverse impact be identified, they will be minimised as far as possible, where practicable. It is anticipated that a range of habitats within the land required for the construction of the Project would provide suitable habitat to support breeding birds and particularly those associated with farmland habitat. A survey scope for breeding birds is currently being discussed with Natural England ahead of the 2024 breeding season to identify key areas and potential impact pathways. Any trees to be impacted will also be surveyed to determine their suitability to support barn owl. Following the completion of survey work, the subsequent assessment will be included within the EIA. The Biodiversity Net Gain (BNG) strategy will take into account protected/notable species such as those species mentioned. It is noted that birds are a mobile species, and it is likely that active nests may be encountered during the construction phase. Precautionary working methods for breeding birds will be included within the Outline Code of Construction Practice (CoCP) that will accompany the Development Consent Order (DCO) application.
4.13.302	Concern about the impact of overhead lines on birds flying.	Birds are being assessed in the biodiversity assessment which will form part of the Environmental Impact Assessment (EIA). A bespoke survey scope specifically to assess collision risk with overhead lines has been agreed with Natural England targeting wintering / passage birds. Surveys commenced in September 2022 with the assessment to be included within the EIA. Should adverse impact be identified, they will be minimised as far as possible, where practicable.
4.13.303	Concern about the impact of the Project on Serotine and Leisler bats at Church Farm.	Detailed bat activity surveys are currently being undertaken and will continue into 2024. These surveys look to identify any key commuting and foraging routes from local bat roosts (including Serotines and Leisler bats). Existing local bat roost information is welcomed and will be combined with other existing roost data. National Grid will seek to avoid impact to these key locations however where impact is unavoidable, appropriate mitigation will be agreed with Natural England and other stakeholders.
4.13.304	Concern of the impact of project on wildlife in Ardleigh specifically around reservoir as this is a breeding and nesting site for bats, owls,	Birds are being assessed through extensive desk study and field work to determine potential impacts. The assessment methodology has been discussed and agreed with Natural England and the assessment will be presented in the Environmental Statement (ES) or Habitats Regulations Assessment (HRA) depending on potential impact pathways. Bats have also been considered through desk study and survey work relating to roosting and bat activity. The assessment will be considered within the ES.

Ref no.	Summary of matters raised	National Grid's response
	buzzards, swans and great crested grebes.	
4.13.305	Concern over the impact of overhead lines on the colonies of Barbastelle and Pipistrelle bats in Tacolneston.	Detailed bat activity surveys are currently being undertaken and will continue into 2024. These surveys look to identify any key commuting and foraging routes from local bat roosts (including Barbastelle (*Barbastella barbastellus*) and pipistrelle bats). Existing local bat roost information is welcomed and will be combined with other existing roost data. We will work to avoid or reduce potential impacts, working with Natural England and other stakeholders, where necessary.
4.13.306	Concern over the impact of the Project on breeding and nesting site for owls, buzzards, swans and great crested grebes in Ardleigh.	Birds are being assessed through extensive desk study and field work to determine potential impacts. The assessment methodology has been discussed and agreed with Natural England and the assessment will be presented in the Environmental Statement (ES) or Habitats Regulations Assessment (HRA) depending on potential impact pathways.
4.13.307	Concern over the impact of the Project on otters at Bobbitts Hall (frequently following the Streams and watercourses from the River Stour).	Detailed otter surveys are currently underway and will continue into 2024. The presence of otters will be considered as part of the route design and, where practicable, will seek to reduce potential impacts on areas of high value for otters, through avoidance or mitigation. The Environmental Impact Assessment (EIA) for the Project will assess the effects on otters and where necessary will detail mitigation requirements.
4.13.308	Concern that birds of prey will be impacted by the Project (e.g. overhead line frequencies / disturbance).	Birds of prey are being considered through desk study and survey work, with a subsequent assessment to be included within the Environmental Impact Assessment (EIA). Bespoke surveys to identify trees with the potential to support barn owl will be undertaken in 2023/2024 in combination with a suite of breeding, wintering and passage bird surveys. All bird survey scopes either have been agreed or are currently in discussion with Natural England. The Biodiversity Net Gain (BNG) strategy will take into account protected/notable species of birds of prey providing additional habitat for prey species to increase food resource. It is also well documented that certain species, notably Peregrine, Hobby, Kestrel and Tawny Owl utilise pylons as artificial nesting opportunities.
4.13.309	Concern that the Project approaching the underground section in Great Horkesley will interfere with wildlife, such as muntjac and other deer, birds (including red kites), bats etc.	Detailed ecological surveys are currently underway and will continue into 2024 across the whole project, to determine an accurate baseline for wildlife. Where practicable efforts will be made to avoid impacting protected species, but where impact is unavoidable appropriate mitigation measures for the construction phase will be agreed with relevant stakeholders. Underground cabling is a temporary impact and habitats will be restored to existing condition on completion of the works.
4.13.310	Concern that the Project will have a negative impact on bees / Bees will be unable to navigate under high voltage overhead lines.	Bees can be affected if the hive is under (or very close to) a power line and the hive becomes charged. This can be eliminated by screening or earthing the hive. Other than that effect, there does not seem to be evidence of Electric and Magnetic Fields (EMFs) or overhead lines adversely affecting bees. In the United States of America, the strip of land along power lines, have been shown to be particularly attractive to bees.

Ref no.	Summary of matters raised	National Grid's response
		Additionally, National Grid has worked with the British Beekeeping Association to establish hives around our sites, including high voltage substations, which have thrived. Embedded design measures will avoid any potential effects.
4.13.311	Concern that the Project will result in a negative impact on flora / plants / woodlands / hedgerows.	Through routeing and siting National Grid has sought to and will continue to reduce as far as practicable potential impacts on biodiversity including priority grassland, wetland, woodland, and hedgerow habitats. The process of route design takes account of existing biodiversity, the natural environment and, where practicable, seeks to reduce potential impacts on areas of ecological sensitivity, through avoidance or mitigation. The Environmental Impact Assessment (EIA) for the Project will assess the effects on important ecological receptors (which includes grasslands, wetlands, woodlands and hedgerows). As part of the EIA process for the Project, a suite of ecological surveys has been and will continue to be undertaken. The findings of which will inform the design and approach to mitigation. We will continue to engage with Natural England and Local Planning Authorities (LPAs) on aspects relating to biodiversity and the natural environment, including appropriate mitigation measures and techniques, and to take their views into account as the Project continues to develop. The Environment Act 2021 introduces a mandatory requirement for 10% Biodiversity Net Gain (BNG) for new Development Consent Order (DCO) developments (which is not yet in force). We have committed to deliver Net Gain of at least 10% or greater in environmental value (including BNG) on all construction projects. The Net Gain target for the Project is currently voluntary and aligned with our corporate sustainability commitment. As well as seeking to avoid and minimise impacts to nature, the Project will consider the land required for mitigation, compensation and enhancement that can deliver BNG and wider environmental benefits, which will be identified as the Project design develops. This may require delivery of offsite Biodiversity Units via habitat creation or enhancement actions in strategic areas, and we will consider all options that are available to us.
4.13.312	Concern that the Project will result in a negative impact on newts.	It is currently proposed that Great Crested Newt (GCN) *(Triturus cristatus)* would be subject to a District Level Licence (DLL) which will cover mitigation for GCN. Under a DLL, there would be no requirement for any fieldwork for GCN or additional mitigation beyond that included in the DLL agreement. Mitigation would be located 'offsite' and at predetermined location(s) considered most suitable for habitat creation and GCN population management. This mitigation would be managed holistically by Natural England and their partners. A letter of comfort which sets out Natural England's agreement in principle to deliver DLL for the Project is included in the Scoping Report which was submitted in November 2022.
4.13.313	Concern that the Project will result in a negative impact on otters (e.g. near flood bank at Stratford St Mary).	Detailed otter surveys are currently underway and will continue into 2024. The presence of otters will be considered within routeing and any impacts will be appropriately mitigated for.
4.13.314	Concern that the Project will result in a negative impact on protected species (also use	Through routeing and siting National Grid has sought and will continue to reduce as far as practicable potential impacts on biodiversity including protected species. The process of routeing takes account of existing biodiversity, the natural environment and, where practicable, seeks to reduce potential impacts on areas of ecological sensitivity

Ref no.	Summary of matters raised	National Grid's response
	specific code if species is provided).	including protected species and their associated habitats, through avoidance or mitigation. A comprehensive survey effort for a range of protected species is currently underway with surveys proposed to continue throughout 2024. The Environmental Impact Assessment (EIA) for the Project will assess the effects on protected species based on this baseline information and where/if required appropriate mitigation measures will be detailed. We will continue to engage with Natural England and Local Planning Authorities (LPAs) on aspects relating to biodiversity and the natural environment, including appropriate mitigation measures and techniques for protected species and to take their views into account as the Project continues to develop. Where/if necessary, we will seek to obtain letters of no impediment from Natural England by producing draft protected licences in advance of Development Consent Order (DCO) examination, which will ensure legal compliance and best practice guidance are adhered to and ensure that Natural England agree with our mitigation approach.
4.13.315	Concern that the Project will result in a negative impact on river ecology.	Through routeing and siting National Grid has sought and will continue to reduce as far as practicable potential impacts on biodiversity including river ecology. The process of routeing takes account of existing biodiversity, the natural environment and, where practicable, seeks to reduce potential impacts on areas of ecological sensitivity such as river corridor habitats and any associated protected species, through avoidance or mitigation. As part of the Environmental Impact Assessment (EIA) process for the Project, a suite of ecological surveys has been and will continue to be undertaken throughout 2024 including along river corridors. The EIA for the Project will assess the effects on biodiversity and where required appropriate mitigation measures. We will continue to engage with Natural England, the Environment Agency and Local Planning Authorities (LPAs) on aspects relating to river ecology, including appropriate mitigation measures and techniques and to take their views into account as the Project continues to develop. The Environment Act 2021 introduces a mandatory requirement for 10% Biodiversity Net Gain (BNG) for new Development Consent Order (DCO) developments (which is not yet in force). We have committed to deliver Net Gain of at least 10% or greater in environmental value (including BNG) on all construction projects including for river ecology. The Net Gain target for the Project is currently voluntary and aligned with our corporate sustainability commitment. As well as seeking to avoid and minimise our impacts to nature, the Project will consider the land required for watercourse mitigation, compensation and enhancement that can deliver BNG and wider environmental benefits, which will be identified as the Project design develops. This may require delivery of offsite Biodiversity Units via habitat creation or enhancement actions in strategic areas, and we will consider all options that are available to us.
4.13.316	Concern that the Project will result in a negative impact on wildlife / habitats.	Through routeing and siting, National Grid has sought and will continue to reduce as far as practicable potential impacts on biodiversity. The process of route design takes account of existing biodiversity, the natural environment and, where practicable, seeks to reduce potential impacts on areas of ecological sensitivity, through avoidance or mitigation. The Environmental Impact Assessment (EIA) for the Project will assess the impact and subsequent effects on biodiversity and if necessary, the mitigation requirements, such as habitat creation. We will continue to engage with Natural England on aspects relating to biodiversity and the natural environment, including appropriate mitigation measures and techniques, to take their views into account as the Project continues to develop.

Ref no.	Summary of matters raised	National Grid's response
		The Environment Act 2021 introduces a mandatory requirement for 10% Biodiversity Net Gain (BNG) for new Development Consent Order (DCO) developments (which is not yet in force). National Grid has committed to deliver Net Gain of at least 10% or greater in environmental value (including BNG) on all construction projects. The Net Gain target for the Project is currently voluntary and aligned with our corporate sustainability commitment. As well as seeking to avoid and minimise our impacts to nature, the Project will consider the land required for mitigation, compensation and enhancement that can deliver BNG and wider environmental benefits, which will be identified as the Project design develops. This may require delivery of offsite Biodiversity Units via habitat creation or enhancement actions in strategic areas, and we will consider all options that are available to us.
4.13.317	Suggest ecological enhancements as part of the Project.	The Environment Act 2021 introduces a mandatory requirement for 10% Biodiversity Net Gain (BNG) for new DCO developments (which is not yet in force). National Grid has committed to deliver Net Gain of at least 10% or greater in environmental value (including BNG) on all construction projects. The Net Gain target for the Project is currently voluntary and aligned with our corporate sustainability commitment. As well as seeking to avoid and minimise our impacts to nature, the Project will consider the land required for mitigation, compensation and enhancement that can deliver BNG and wider environmental benefits, which will be identified as the Project design develops. This may require delivery of offsite Biodiversity Units via habitat creation or enhancement actions in strategic areas, and we will consider all options that are available.

Section E: Braintree Feedback

Figure 4.21- Braintree section map



Table 4.14- Summary of consultee comments on **Section E: Braintree** and National Grid's response

Ref no.	Summary of matters raised	National Grid's response
Agricultural Land		
4.14.1	Concern that the Project will take away valuable agricultural land / disrupt farming operations.	National Grid is and will continue to work with all landowners including farmers who may be affected by the proposals to understand the impacts on their operations and to work with them as the Project is developed. We will seek to work with the farming community to limit disruption where practicable. This includes providing prior warning of works which may result in the need to move livestock. Compensation claims for disturbance are considered on a case-by-case basis, if negative impact on farming operations can be proven. Particular agricultural matters can also be addressed through voluntary land agreements.
4.14.2	Concerned that the Project will have a negative impact on agricultural livestock (e.g. farm animals grazing).	National Grid is and will continue to work with all landowners including farmers and equestrian facilities who may be affected by the proposals to understand the impacts on their operations and to work with them as the Project is developed. We will seek to work with the farming community to limit disruption where practicable. This includes providing prior warning of works which may result in the need to move livestock. Compensation claims for disturbance are considered on a case-by-case basis, if negative impact on farming operations can be proven. Particular agricultural matters can also be written into voluntary land agreements. There will also be mitigation put in place where animal grazing maybe affected. As well as possible effects on humans, possible effects of Electric and Magnetic Fields (EMFs) on various animals have been studied a number of times. No detectable effects of EMFs have been found on, for example, health, milk production, fertility, and behaviour. This is confirmed in National Policy Statement (NPS) EN-5 which states: *'There is little evidence that exposure of crops, farm animals or natural ecosystems to transmission line EMFs has any agriculturally significant consequences.'*
Airfields		
4.14.3	Concern about the impact of the Project on Barnards Farm Airstrip / West Horndon Airfield / Suggestion that the Project is routed away from West Horndon Airfield.	National Grid has appointed an independent aviation consultancy which has engaged with (with National Grid also present) Barnards Farm airstrip locate in West Horndon. Following discussion and further assessment, it has been determined, with the Project as currently proposed, that the airfield can continue to operate. We will continue to engage with nearby airfields as appropriate throughout the project development process.
4.14.4	Concern about the impact of the Project on Earls Colne Airfield / Suggestion that the Project is routed away from Earls Colne Airfield.	National Grid has appointed an independent aviation consultancy. Following further assessment it has been determined that Earls Colne Airfield sits outside our assessment area for the Project and it can therefore continue to operate based on the proposed Project design. We will continue to engage with nearby airfields as appropriate throughout the project development process.
4.14.5	Concern about the impact of the Project on old water tower (now part of Chase cottage)	National Grid has appointed an independent aviation consultancy. Following further assessment, it has been determined that airfields in this area can continue to operate based on the proposed Project design. We will continue to engage with nearby airfields as appropriate throughout the project development process.

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	as this is a reference point for a well used aircraft route near to TB080 and TB081 (often used by military aircraft, including Chinooks and Apache, and hot air balloons).	
Community / Social Impact		
4.14.6	Concern about the impact of the Project on children / families / residents / communities.	National Grid recognises people may have concerns about the potential impacts of living close to an overhead line, and that the uncertainty whilst the proposals are developed may cause anxiety. We have sought to reduce potential effects on communities, residents – including children - through routeing and design. We have also sought to reduce concern or uncertainty about the proposals through making timely design decisions and engaging with people and stakeholders throughout the development of the Project. The Project team will continue to engage with people potentially affected during the development of the Project, through regular communication including letters, phone calls and meetings. This will enable concerns to be raised and discussed at an early opportunity and provide a regular point of contact to respond to queries and concerns. We urge anyone with concerns to get in touch through the Norwich to Tilbury Freephone number, address or email throughout the development of the Project: • **Call our Community Helpline:** 0800 915 2497 (Lines are open Monday to Friday 9am-5:30pm) • **Email us:** contact@n-t.nationalgrid.com • **Write to us:** FREEPOST N TO T (No stamp or further address details are required) National Grid wants to leave a lasting positive impact where we build our projects, to help those areas and communities thrive and to support a sustainable future. Our Responsible Business Charter sets out our commitments and ensures that responsibility is woven through everything we do. It focusses on five key areas where we believe we can really make a difference: the environment, our communities, our people, the economy, and our governance. In addition, the Government recently ran a consultation seeking views on how community benefits should be delivered for communities that host onshore electricity transmission infrastructure. We will continue to work with the Government and regulator as they define the details of these schemes emerging from the consultation and, once published, will work to understand what this means for our projects.
4.14.7	Concern about the impact of the Project on leisure.	National Grid has a duty under the Electricity Act 1989 to have regard to the desirability of (amongst other things) preserving natural beauty, and to do what it reasonably can to mitigate the associated effects of new infrastructure. Through routeing and siting we have sought to avoid, as far as practicable, locations important for leisure and tourism. We will continue to consider these locations as we develop our proposals and seek to reduce effects, by implementing measures such as the use of underground cables in the areas of highest amenity value (Dedham Vale Area of Outstanding Natural Beauty (AONB)), and appropriately control construction related traffic movements during the construction phase to minimise disruption to local road users.

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		Where impacts on leisure and tourism are identified, these will be presented within a Socio-economics, Recreation and Tourism assessment which is being written up and will form part of the Environmental Impact Assessment (EIA). As part of this assessment, a range of measures are being considered throughout the construction phase of the Project to minimise disruption on leisure and tourism. These include traffic management, signage and routeing measures. These will be identified within the Environmental Statement (ES), the Outline Code of Construction Practice (CoCP) and the Outline Construction Traffic Management Plan (CTMP).
4.14.8	Concern about the over development of the area (e.g. cumulative impact).	With regards to multiple developments impacting specific areas and / or receptors, planning applications for each development would be considered on their own merit by the relevant determining authorities. Any such application would be considered in accordance with planning policy and considerations, such as scale, suitability, and need. Where there is certainty of a development (such as a new residential development, an offshore wind farm and its associated onshore equipment etc) being constructed, and there is adequate information in the public domain to understand the impacts of that development on the receiving environment, these are being considered within the cumulative effects assessment of the Project. The cumulative effects assessment will follow the Planning Inspectorate's Advice Note 17 'Cumulative Effects Assessment' and will be presented in the Environmental Statement (ES). National Grid will continue to engage with other developers who are proposing development in proximity of the Project to understand their requirements.
4.14.9	Concern about the Project being in too close proximity to recently built housing developments / land being considered for potential future development.	National Grid has obtained information on development proposals within the planning system. In some cases development proposals can be amended to be designed around our proposed infrastructure but in other cases our proposals may need to be amended at a corridor level or proposed developments factored into our detailed route design. Based on known information, and in light of changes made following consideration of feedback to the 2023 non-statutory consultation, we consider our proposals are consistent with relevant policy and guidelines and the alignment designed such that they do not prevent proposed housing developments. UK law does not prescribe minimum distances between overhead lines and homes, but any implications on landscape and visual receptors, residential amenity or from concerns about electromagnetic fields are robustly assessed as part of the Environmental Impact Assessment (EIA) and balanced as part of the decision making process. We will continue to review planning applications and engage with developers to back check and update our proposals as necessary.
4.14.10	Concern about the Project causing communities to become encircled by overhead lines.	The 2024 preferred draft alignment has been routed to achieve some separation from the existing 400 kV overhead line, such that villages are not encircled by overhead lines to both sides. Separation is inevitably reduced in certain locations due to the presence of constraints to routeing and environmental features. Detailed assessment reported in the Environmental Impact Assessment (EIA) will identify any measures considered to be necessary to reduce likely significant effects which will also consider the potential for effects potentially arising from close paralleling existing 132 kV overhead line and new 400 kV overhead line infrastructure.
4.14.11	Concern that the Project between pylons TB125 and TB128 will significantly impact a mineral site that was put	National Grid considers development proposals within the planning system or as indicated by relevant local plan or mineral plan allocations. We have considered those developments known. Whilst this site may have been put forward it is not currently in the plan. Stakeholders have the opportunity to update us of any potential interactions in respect of

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	forward in the Essex Mineral Calls for Sites, before the Project.	development in responding to our 2024 statutory consultation. We will continue to make changes to the 2024 preferred draft alignment as we receive further feedback and as the Project develops.
Construction Impacts		
4.14.12	Concern about disruption from construction.	National Grid is undertaking an Environmental Impact Assessment (EIA) for the Project. The results of this assessment will be provided in the Environmental Statement (ES) that will accompany the Development Consent Order (DCO) application. The ES will identify and assess the likely significant effects on the environment resulting from the construction of the Project and will recommend appropriate mitigation measures (in consultation with relevant stakeholders) to reduce potential effects. Should consent be granted in 2026, it is anticipated that access and construction of the Project would commence in 2027, starting with enabling workings including site clearance activities, the installation of construction compounds and access roads. It is expected the main construction works will continue through to 2031. While the phasing of the construction programme is yet to be confirmed, it will be programmed and sequenced to reduce disruption to the local surroundings and the environment, residents, businesses and roads users as far as practicable. Further information will be presented in the ES. An Outline Code of Construction Practice (CoCP) and an Outline Construction Traffic Management Plan (CTMP) will be prepared and submitted with the DCO application. These documents will provide commitments to reduce construction impacts together with a framework for detailed management plans to be prepared at detailed design stage in order to reduce and mitigate potential impacts and / or disruptions that may arise during the construction phase.
4.14.13	Concern about the impact on traffic levels in local area caused by construction works (e.g. construction traffic travelling along local roads, road closures, etc).	National Grid will work closely with the relevant authorities and their highways teams to understand and gain information on the local road network. This information will be used to inform and guide the drafting of the Outline Construction Traffic Management Plan (CTMP) for the Project. The Outline CTMP will define the local road network to be used for construction traffic movements, highlight any restrictions to such movement and if required control working patterns and timings to ensure impacts to other road users from construction traffic related to the Project is minimised as far as practicable.
4.14.14	Concern that the local road infrastructure is not suitable for heavy construction vehicles and machinery.	Construction access, egress and associated traffic routes are being considered and discussed with the appropriate local and national highways authorities. The detailed proposals will be consulted on during the 2024 statutory consultation.
4.14.15	Suggest screening and mitigation measures for construction impacts.	National Grid will implement standard mitigation measures to reduce construction impacts and these will be outlined in the Outline Construction Traffic Management Plan (CTMP) and Outline Code of Construction Practice (CoCP).

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Consultation		
4.14.16	Comment supportive of engagement that has taken place / feel listened to.	National Grid notes the respondent's feedback.
4.14.17	Comment supportive of the Project (generally).	National Grid notes the respondent's feedback.
Design Change		
4.14.18	Suggest that pylons TB080 and TB081 are relocated away from Pound Farm, Monks Farm and Coggeshall Hall (to minimise impact on heritage), bat roosting site, and away from Earls Colne Airfield.	National Grid has assessed a number of alternatives in this location, including a more northern alignment between TB075 and TB083, details of these alternatives and why they have not been taken forward at this stage can be found in the Design Development Report (DDR), published as part of this consultation. We are not currently proposing a change to the 2023 preferred draft alignment in this location, however we will continue to make changes to the 2024 preferred draft alignment as we receive further feedback and as the Project develops. We are also undertaking an Environmental Impact Assessment (EIA) to assess the potential impact of the Project, and this will identify any need for additional mitigation. National Grid has appointed an independent aviation consultancy which has engaged with (with National Grid also present) Earls Colne Airfield. Following discussion and further assessment it has been determined that the airfield can continue to operate based on the proposed Project design. We will continue to engage with nearby airfields as appropriate throughout the project development process.
4.14.19	Suggest a minimum distance that overhead lines should be sited from residential areas / residences.	National Grid does not use standard minimum distances as a routeing consideration. Applying an arbitrary distance may be too big or too small for the specific circumstances. We utilise the Holford Rules (a description of the Holford Rules can be found in Chapter 1 of this report) informed by feedback and professional judgement to define appropriate corridors and alignments that are consistent with the relevant policy framework and duties. In response to feedback to the 2023 non-statutory consultation, we have modified the draft alignment in various locations to increase separation to properties where this is possible without undue deviation or transfer of effects to other similar properties. Projects of this nature are required to assess the potential environmental impacts of the proposals, and report on those, and set out proposed mitigation, in an Environmental Statement (ES) in accordance with the relevant Environmental Impact Assessment (EIA) Regulations. The EIA starts early in the process and, in that respect, a considerable amount of assessment work has been undertaken to allow preliminary judgements to be made about the design and routeing of the Project. This has been set out in various publications (The Corridor and Preliminary Routeing and Siting Study (CPRSS), published as part of the 2022 non-statutory consultation, the Design Development Report, 2022 Non-Statutory Consultation Feedback Report and Strategic Options Backcheck and Review, published as part of the 2023 non-statutory consultation) with feedback helping shape the preliminary proposals. Further detailed assessment work has been undertaken since the 2023 non-statutory consultation and is published in the Preliminary Environmental Information Report (PEIR) to accompany the statutory consultation stage of the Project.

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		National Grid will be writing up its Landscape and Visual Impact Assessment (LVIA) that will, in addition to other topic specific assessments, form the latter part of the EIA for the Project. This will include a write-up of an assessment on both landscape character and visual amenity. Where likely significant effects are anticipated the LVIA will consider and identify areas where it may be necessary and appropriate to put forward potential mitigation as part of an iterative design and assessment process. This may include measures at particular locations to reduce a change in views of the Project or to better integrate infrastructure into the wider landscape.
4.14.20	Suggest alternative route for the Project from pylon TB068 running north of Coggeshall then following the existing 400 kV south reconnecting at pylon TB095.	National Grid considered the potential for routes passing to the north of Coggeshall and potentially close paralleling the existing overhead line when we developed the 2023 preferred draft alignment. The reasons for considering these to be less preferred alternatives are set out in the Design Development Report published in support of the 2023 non-statutory consultation. In the absence of new or additional information and after back-checking our previous analysis we consider those reasons to remain valid and options to the north of Coggeshall to be less preferred. For these reasons no change to the 2023 preferred draft alignment is currently proposed. We will continue to make changes to the 2024 preferred draft alignment where practicable as we receive further feedback and as the Project develops.
4.14.21	Suggest alternative route for the Project to continue further towards and through Braintree, then south running parallel with the A131, and then reconnecting at pylon TB132.	National Grid considered the potential for routes passing to the north of Coggeshall through to Braintree and potentially following the approximate route of the A131 when we developed the 2023 preferred draft alignment. The reasons for considering these to be less preferred alternatives are set out in the Design Development Report (DDR) published in support of the 2023 non-statutory consultation. In the absence of new or additional information and after back-checking our previous analysis we consider those reasons to remain valid and options through to Braintree and following the A131 to be less preferred. For these reasons no change to the 2023 preferred draft alignment is currently proposed. We will continue to make changes to the 2024 preferred draft alignment where practicable as we receive further feedback and as the Project develops.
4.14.22	Suggest moving TB084 and TB085 further away from group of three Grade II listed houses.	National Grid has assessed a change to the 2023 preferred draft alignment in this area and is proposing to straighten the 2023 preferred draft alignment between TB083 and TB088 which would move the draft alignment further away from the three listed buildings to the south of TB085. We will continue to make further changes to the 2024 preferred draft alignment where practicable as we receive further feedback and as the Project develops.
4.14.23	Suggest redirection of the Project from pylon TB074 or TB075 so that it is routed over the sewage works.	National Grid notes that the use of cranes as part of the normal operation of sewage treatment works precludes oversail by overhead lines, so this re-routeing in this specific way is not possible. More generally we have also previously considered route alignments passing to the north of Feeringbury Manor, as set out in the Design Development Report (DDR) published as part of the 2023 non-statutory consultation but consider them less preferred with the main reason being the greater level of effect on heritage assets considered less consistent with Holford Rule Two. For these reasons we are not currently proposing a change to the 2023 preferred draft alignment in this location, however we will continue to make changes to the 2024 preferred draft alignment as we receive further feedback and as the Project develops. We are also undertaking an Environmental Impact Assessment (EIA) to assess the potential impact of the Project, and this will identify any need for additional mitigation.
4.14.24	Suggest straightening the Project from pylon TB105 to TB130, between Fairstead	Whilst noting the respondent's preference, which partly aligns with the graduated swathe published as part of our 2022 non-statutory consultation, in the absence of new evidence or further information we continue to consider the 2023 preferred draft alignment to be preferred for the reasons set out in the 2023 Design Development Report

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	and Terling, crossing the existing line at Birds Farm Lane, crossing the Longfield Solar Farm.	(DDR). We will continue to make changes to the 2024 preferred draft alignment as we receive further feedback and as the Project develops.
4.14.25	Suggest that (additional) underground cables should be used in this section.	National Grid has carefully considered the feedback received during the 2022 and 2023 non-statutory consultations, the alternatives available, and other factors including our duties and obligations. These duties include balancing the need to be economic and efficient, which includes keeping costs down in the interests of the bill-paying consumers, with a duty to have regard to preserving amenity, which includes the natural environment, cultural heritage, landscape and visual quality. National Policy Statement (NPS) EN-5 makes clear that *'the Government's position that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or Areas of Outstanding Natural Beauty (AONB))'.* The NPS also confirms that widespread and significant adverse landscape and/or visual impacts in other locations may also justify the use of undergrounding. We may also adopt underground cables in other circumstances such as to cross existing 400 kV overhead line infrastructure. After consideration of feedback on the 2023 non-statutory consultation and informed by additional study, we are now proposing to increase the extent of underground cabling by approximately 1.5 km to a total of approximately 20 km of underground cable at areas that are identified as of highest landscape value for example within the Dedham Vale AONB and within the vicinity of the AONB near Great Horkesley. Elsewhere along the 2024 preferred draft alignment, with the exception of the alignment near Diss, the higher cost of underground cables to bill-paying consumers, and the environmental implications of installing and maintaining them, are not considered to be justifiable in the context of national policy or National Grid's statutory duties. At Diss there remains an option to use underground cable but this is subject to consideration of the findings of ongoing investigations. Nevertheless, the Environmental Impact Assessment (EIA) will assess the impact of the Project and will identify any need for additional mitigation.
4.14.26	Suggest that existing overhead lines in this section should be removed.	The existing electricity transmission network provides power, via the local distribution network, into the local area where it is used in homes and businesses. Such lines cannot just be removed as power supplies would not be maintained. The need case and funding for the Project is to deliver the new network reinforcement needed, rather than to remove existing overhead lines which would need to be replaced by another form of connection such as underground cables. Unless required for crossings or mitigation, undergrounding existing overhead lines on the transmission network would not be in accordance with National Policy Statement (NPS) EN-5 and would result in substantial cost to bill payers. There may also be significant environmental impacts due to the removal works on sensitive ecological and archaeological receptors as well as constraints from either existing buildings or unsuitable ground conditions.
4.14.27	Suggest that existing overhead lines in this section should be replaced by underground cables.	The existing electricity transmission network provides power, via the local distribution network, into the local area where it is used in homes and businesses. The need case and funding for the Project is to deliver the new network reinforcement needed, rather than to remove existing overhead lines by undergrounding them. We have identified a number of locations where existing 132 kV and lower voltage lattice pylon lines are crossed by the proposed 400 kV overhead line and / or mitigation of effects is considered necessary. This includes locations

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		such as at Mellis, between Offton and Bramford Substation, to the south of Bramford Substation and near Fuller Street. Unless required for mitigation, undergrounding existing overhead lines on the transmission network would not be in accordance with National Policy Statement (NPS) EN-5 and would result in substantial cost to bill payers. There may also be significant environmental impacts due to the removal works on sensitive ecological and archaeological receptors as well as constraints from either existing built form of unsuitable ground conditions.
4.14.28	Suggest that from pylon TB075 the Project should be routed in the same direction and cut back to TB080 across the Sewage Works (rather than deviating in direction from pylon TB075), to minimise impact on residences, landscape and land being considered for a solar farm at pylon TB078.	It is not appropriate to take account of potential developments, such as the solar farm noted here, that are not within the planning system. However, elsewhere along the route we have been able to avoid the majority of solar farms restricting interaction to oversailing in the majority of cases. National Grid would therefore not expect the Project to prevent solar farm development in the future. We have previously considered route alignments passing to the north of Feeringbury Manor, as suggested by the respondent, but considered these less preferred. This was set out in the Design Development Report (DDR) published as part of the 2023 non-statutory consultation with the main reason being the greater level of effect on heritage assets considered less consistent with Holford Rule Two, though it is acknowledged that other effects arise from the 2023 preferred draft alignment including from the need to cross a vineyard / fruit farm. We also note that the use of cranes as part of the normal operation of sewage treatment works precludes oversail by overhead lines. Overall, we consider the 2023 preferred draft alignment to be the most appropriate and consistent with its duties and relevant policies. For these reasons we are not currently proposing a change to the 2023 preferred draft alignment in this location, however we will continue to make changes to the 2024 preferred draft alignment as we receive further feedback and as the Project develops. We are also undertaking an Environmental Impact Assessment (EIA) to assess the potential impact of the Project, and this will identify any need for additional mitigation.
4.14.29	Suggest that grid connection to farming business is provided at the Cable Sealing End (CSE) compound.	Customer connections are offered and signed based on the customers' requirements and the ability of the system to perform against the required standards. Customers are offered connection points based on system studies at the time of application. The customer has the ability to modify the application if they wish to. In this case it is for the customer to follow the appropriate process to seek a connection rather than a connection being made available as an integral part of the Project.
4.14.30	Suggest that National Grid work with Parker Strategic Land in relation to the Project between TB081 and TB085 to discuss opportunities to realise opportunities to accommodate the pylons as part of the future development site.	National Grid considers development proposals within the planning system (allocated in local plans, having a submitted screening / scoping request for Environmental Impact Assessment (EIA) or submitted applications) or as indicated by relevant local plan or mineral plan allocations. We have considered those developments known and also modified pylon positioning to facilitate response to any changed status in the mineral planning status in this area. Stakeholders have the opportunity to update us of any potential interactions in respect of development in responding to our 2024 statutory consultation.
4.14.31	Suggest that the Project be co-ordinated with the A12 widening Project and the	The potential for cumulative effects to arise in combination with other projects is recognised. National Grid is liaising with planning authorities to establish the potentially cumulative projects to be considered as part of the Environmental

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	Longfield Solar Farm installation, so that the cumulative impact would be minimised.	Impact Assessment (EIA) we are undertaking to assess the potential impact of the Project, and this will identify any need for additional mitigation.
4.14.32	Suggest that pylon TB077 is relocated to mitigate visual impact on properties and disruption to farming activities on reservoir field.	No specific direction of change is proposed by the respondent, but National Grid has considered whether it is possible to reposition TB077 to the edge of the field. We conclude that any such change requires alignment adjustments to the north that increase effects on other similar receptors (to the north-east of the reservoir) and also that alternative alignments to north or south remain less preferred as set out in the Design Development Report (DDR) published as part of the 2023 non-statutory consultation. For these reasons we are not currently proposing a change to the 2023 preferred draft alignment in this location, however we will continue to make changes to the 2024 preferred draft alignment as we receive further feedback and as the Project develops. We are also undertaking an Environmental Impact Assessment (EIA) to assess the potential impact of the Project, and this will identify any need for additional mitigation.
4.14.33	Suggest that pylon TB092 is relocated to the corner of the field.	National Grid has reviewed the 2023 preferred draft alignment in this area and is proposing a change from pylon TB089 to TB092 to move to the western edge of the field as far as practicable. We will continue to make changes to the 2024 preferred draft alignment as we receive further feedback and as the Project develops.
4.14.34	Suggest that pylon TB120 is relocated as lies on a high point within the local topography (i.e. to reduce significant visual impact).	National Grid has considered whether pylon TB120 or the section of pylons including TB120 could be repositioned. We conclude that a local change could be made but would require the use of three additional angle pylons in an otherwise straight alignment and would therefore be less consistent with Holford Rule Three. A change would also have to be made to the south (due to Ancient Woodland to the north) and would either move much closer to residential properties or lead to greater effects on woodland (less consistent with the supplementary notes and Rule Two). For these reasons we are not currently proposing a change to the 2023 preferred draft alignment in this location, however we will continue to make changes to the 2024 preferred draft alignment as we receive further feedback and as the Project develops. We are also undertaking an Environmental Impact Assessment (EIA) to assess the potential impact of the Project, and this will identify any need for additional mitigation.
4.14.35	Suggest that pylon TB121 is relocated to at least 200 m away from private residence.	National Grid does not use standard minimum distances as a routeing consideration. Applying an arbitrary distance may be too big or too small for the specific circumstances. We utilise the Holford Rules informed by feedback and professional judgement to define appropriate corridors and alignments that are consistent with the relevant policy framework and duties. TB121 (renumbered as TB122 in the 2024 preferred draft alignment) is approximately 110 m from the nearest residential property. Its positioning is constrained locally by roads, gas pipeline and limitations on adjacent pylon adjustments. As a result, its positioning has not been able to be adjusted. Projects of this nature are required to assess the potential environmental impacts of the proposals, and report on those, and set out proposed mitigation, in an Environmental Statement (ES) in accordance with the relevant Environmental Impact Assessment (EIA) Regulations. The EIA starts early in the process and, in that respect, a considerable amount of assessment work has been undertaken to allow preliminary judgements to be made about the design and routeing of the Project. This has been set out in various publications (The Corridor and Preliminary Routeing and Siting Study (CPRSS), published as part of the 2022 non-statutory consultation, the Design Development Report, 2022 Non-Statutory Consultation Feedback Report and Strategic Options Backcheck and

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		Review, published as part of the 2023 non-statutory consultation) with feedback helping shape the preliminary proposals. Further detailed assessment work has been undertaken since the 2023 non-statutory consultation and is published in the Preliminary Environmental Information Report (PEIR) to accompany the statutory consultation stage of the Project. National Grid will be writing up its Landscape and Visual Impact Assessment (LVIA) that will, in addition to other topic specific assessments, form the latter part of the EIA for the Project. This will include a write-up of an assessment on both landscape character and visual amenity. Where likely significant effects are anticipated the LVIA will consider and identify areas where it may be necessary and appropriate to put forward potential mitigation as part of an iterative design and assessment process. This may include measures at particular locations to reduce a change in views of the Project or to better integrate infrastructure into the wider landscape.
4.14.36	Suggest that pylons TB078 and TB079 are routed away from residential properties (i.e., to mitigate visual impact on property in Threadkells, Feeringbury Farm Barn, and Littlebury and Bury Lodge, businesses, property value, leisure, wildlife and the environment).	National Grid has previously considered route alignments passing to the north and south of the 2023 preferred draft alignment. This was set out in the Design Development Report (DDR) published as part of the 2023 non-statutory consultation. The alternatives present different combinations of effects but overall we consider the 2023 preferred draft alignment to be the most appropriate and consistent with our duties and relevant policies and in the absence of further information consider this to remain the case. For these reasons we are not currently proposing a change to the 2023 preferred draft alignment in this location, however we will continue to make changes to the 2024 preferred draft alignment as we receive further feedback and as the Project develops. We are also undertaking an Environmental Impact Assessment (EIA) to assess the potential impact of the Project, and this will identify any need for additional mitigation.
4.14.37	Suggest that pylons TB089 and TB090 are moved a few hundred yards to the west to avoid overhead lines coming across Ruffian Wood and avoid effects on the business within it.	National Grid has assessed a number of alternatives in the area around Ruffian Wood. Following this further assessment we have amended the 2023 preferred draft alignment at Ruffian Wood to now oversail the wood as close to the western edge as possible to reduce effects on the woodland and the business within it as far as possible. We have also considered how construction effects on the business can be reduced by positioning of temporary works to decrease the potential impacts during construction. This is published as part of the 2024 statutory consultation. We will continue to make changes to the 2024 preferred draft alignment as we receive further feedback and as the Project develops.
4.14.38	Suggest that pylons TB090 and TB091 are relocated to the edge of the field to reduce visual impact on the landscape and listed building.	National Grid has reviewed the 2023 preferred draft alignment in this area and is proposing a change from pylon TB089 to TB092 to move to the western edge of the field as far as practicable which goes some way to responding to this request. We will continue to make changes to the 2024 preferred draft alignment as we receive further feedback and as the Project develops. We are also undertaking an Environmental Impact Assessment (EIA) to assess the potential impact of the Project, and this will identify any need for additional mitigation.
4.14.39	Suggest that pylons TB108 to TB100 are relocated north from Faulkbourne Hall (details provided by respondent).	National Grid has considered this proposed change which would position the alignment close to the southern edge of White Notley and close to the Scheduled Monument and Grade I listed buildings at Cressing Temple. Whilst providing a similar route length to the 2023 preferred draft alignment, we conclude that it increases effects for residents at the southern edge of White Notley and increases effects on the heritage assets at Cressing Temple which it would pass within a few hundred metres. In contrast, there are fewer residential receptors in close proximity to the 2023 preferred draft alignment and it is in excess of 1 km from the Grade I listed buildings at Faulkbourne. As

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		such the alternative proposed is less consistent with Holford Rule Two and supplementary notes and considered less preferred. For these reasons we are not currently proposing a change to the 2023 preferred draft alignment in this location, however we will continue to make changes to the 2024 preferred draft alignment as we receive further feedback and as the Project develops.
4.14.40	Suggest that pylons TB112-TB116 are located at the edge of fields or in the centre of blocks of land on farming business.	National Grid notes the preference from certain landowners for pylons to be situated along hedge lines where practicable to reduce the impact on agricultural activities. We have assessed requests from landowners on an individual basis and have moved pylons to the edges of fields where this can be achieved without undue diversion or extension of the overhead line or increasing the visual or environmental impact on other receptors. With regards to TB112 -TB116, we are proposing a slight change to the 2023 preferred draft alignment in this location which would move these pylons slightly further north and east, we have also sought to locate pylons TB112 to TB117 to the edge of fields where practicable. We will continue to engage with landowners throughout the Project and will continue to make changes following further feedback where practicable.
4.14.41	Suggest that pylons TB112-TB116 are moved north to avoid game bird sporting area on farming business and so that the Cable Sealing End (CSE) compound is at a more easily accessible location from the road.	National Grid note the respondent's preference for TB112 to TB116 to be moved further north. We have assessed a number of options in this area and have concluded that an option to move the alignment further north with the Cable Sealing End (CSE) compounds located closer together within the same field was preferable. This would reduce the amount of underground cable required for the crossing of the existing 400 kV overhead line and would therefore reduce the impacts on the cricket bat willow trees. This option would also reduce potential impacts on the game bird sporting area also identified in feedback.
4.14.42	Suggest that TB078 is relocated away from residences and farmland (given plans to extract gravel, develop the land, create a solar farm or build properties on this land).	It is not appropriate to take account of potential developments, such as the gravel extraction, solar farm, that are not within the planning system. It is not possible to substantially adjust the position of TB078 in isolation without increasing effects. National Grid has previously considered route alignments passing to the north of Feeringbury Manor as well as to the south of the 2023 preferred draft alignment but considered these less preferred. This was set out in the Design Development Report (DDR) published as part of the 2023 non-statutory consultation. Overall, we consider the 2023 preferred draft alignment to be the most appropriate and consistent with its duties and relevant policies. For these reasons we are not currently proposing a change to the 2023 preferred draft alignment in this location, however we will continue to make changes to the 2024 preferred draft alignment as we receive further feedback and as the Project develops. We are also undertaking an Environmental Impact Assessment (EIA) to assess the potential impact of the Project, and this will identify any need for additional mitigation.
4.14.43	Suggest that TB120-TB122 are relocated, or T-pylons are used to reduce visual impact on residential properties.	The 2024 preferred draft alignment reflects the use of standard lattice pylons. The use of other pylon designs is still under consideration, if an overhead line route is progressed. National Grid has and will continue to carry out further assessments on pylon design. Our assessments will include visual impacts and mitigation, environmental and ecological considerations, construction, and lifetime maintenance effects. Different designs in use in the UK include: • standard lattice; • lower height lattice; and

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		• T-pylons. The findings from our assessments will be published in Appendix C of the Design Development Report as part of our 2024 statutory consultation. We will continue to consider the use of alternative pylon types should further feedback be received from the 2024 statutory consultation.
4.14.44	Suggest that the existing overhead lines in this section are reinforced / upgraded instead.	The existing transmission network in the region was upgraded during 2022 and 2023 to ensure the system is running at its most efficient performance. The existing assets / networks are not able to be upgraded sufficiently to cope with the new future demands expected on the network. As a result, new lines and substations will be required to accommodate the changing demands on the network.
4.14.45	Suggest that the Project follows the existing A140 and A12 roads.	Whilst there could be potential benefits from infrastructure being concentrated geographically, i.e., by routeing the Project in close proximity to existing road and rail infrastructure, National Grid do not consider these benefits arise for the whole route. Roads, such as the A140 and A12 potentially align (at least in part) with the general routeing of the Project. However, there are constraints and features that mean that we do not consider close paralleling will reduce environmental effects or improve compliance with the Holford Rules or be more consistent with the policy requirement to be economic and efficient. Several residential properties, as well as hamlets, villages and towns, are present in close proximity to the existing transport infrastructure necessitating multiple diversions of an overhead line. There are also some locations where the combination of existing physical and environmental features (railway and road infrastructure, commercial and residential property, woodlands and orchards) present very substantial challenges to routeing and siting. As a result, whilst close paralleling of transport infrastructure may appear beneficial in some short sections, overall, the increased environmental effects from multiple changes of direction are considered greater and less compliant with the Holford Rules than those that are associated with a new route alignment. We are undertaking an Environmental Impact Assessment (EIA) to assess the potential impact of the Project, and this will identify any need for additional mitigation
4.14.46	Suggest that the Project from pylon TB073 to TB109 is relocated to go slightly north of the straight line to the north of Silver End before joining whether proposed underpass of the existing 400 kV line cross.	National Grid considered the potential for alternatives passing to the north of Silver End when we developed the 2023 preferred draft alignment. The reasons for considering these to be less preferred alternatives are set out in the Design Development Report published in support of the 2023 non-statutory consultation. We also note emerging plans for an extensive area of glass houses for tomato cropping which would further restrict routeing. In the absence of new or additional information and after back-checking our previous analysis we consider those reasons to remain valid and these other alternatives to be less preferred. For these reasons we are not currently proposing a change to the 2023 preferred draft alignment in this location, however we will continue to make changes to the 2024 preferred draft alignment as we receive further feedback and as the Project develops.
4.14.47	Suggest that the Project from T120 to T122 is routed away from residential property, Protected Lanes including Coles Hill, Essex Way and Church of St Mary's.	National Grid has routed and sited the 2023 preferred draft alignment in accordance with the Holford Rules. TB120 to TB123 are currently located midway between properties along Boreham Road / Cole Hill, in order to change the location of these pylons we would have to increase the length of the overhead line and increase the number of angle pylons, which would be less consistent with the Holford Rules. For these reasons we are not currently proposing a change to the 2023 preferred draft alignment in this location, however we will continue to make changes to the 2024 preferred draft alignment as we receive further feedback and as the Project develops. We are also undertaking an

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		Environmental Impact Assessment (EIA) to assess the potential impact of the Project, and this will identify any need for additional mitigation.
4.14.48	Suggest that the Project is re-located further north to ensure its impact to Fairstead Lodge and Fuller Street is kept to a minimum.	National Grid has reviewed the alignment in the area of Fairstead and Fuller Street following feedback from our 2023 non-statutory consultation. An option to move the alignment further north with the Cable Sealing End (CSE) compounds required for the crossing of the existing 400 kV overhead line located closer together within the same field was assessed and was preferred. This would reduce the amount of underground cable required for the crossing of the existing 400 kV overhead line and would move the 2023 preferred draft alignment further north. We will continue to make changes to the 2024 preferred draft alignment as we receive further feedback and as the Project develops. We are also extending the removal of an existing 132 kV pylon passing to the west of Fuller Street to reduce cumulative effects.
4.14.49	Suggest that the Project is re-routed further south of agricultural land to drop below the oak trees (plan provided by respondent).	National Grid has reviewed the 2023 preferred draft alignment in this area and is proposing a change to the position of pylon TB093 along the 2023 preferred draft alignment in order to move out of direct views of the property to the north. Due to a planning application for a solar farm in the location of TB094 to TB096 it is not possible to move the draft alignment due to the preference to avoid placing pylons within solar farms where practicable. For these reasons we are not currently proposing a wider change to the 2023 preferred draft alignment in this location, outside of moving TB093, however we will continue to make changes to the 2024 preferred draft alignment as we receive further feedback and as the Project develops. We are also undertaking an Environmental Impact Assessment (EIA) to assess the potential impact of the Project, and this will identify any need for additional mitigation.
4.14.50	Suggest that the Project is routed away from populated / residential areas.	Deciding where and how to build new high voltage electricity lines is a complex issue and National Grid is mindful of the potential effects this infrastructure may have on local communities and the concerns these may bring. We recognise that people living near our transmission infrastructure, including high voltage overhead lines, may have concerns about audible noise and potential health impacts. It has sometimes been suggested that minimum distances between properties and overhead lines should be prescribed. We do not consider this appropriate since each instance must be dealt with on its merits. However, we have always sought to route new lines away from residential property on grounds of general amenity where practicable. Projects of this nature are required to assess the potential environmental impacts of the proposals, and report on those, and set out proposed mitigation, in an Environmental Statement (ES) in accordance with the relevant Environmental Impact Assessment (EIA) Regulations. The EIA starts early in the process and, in that respect, a considerable amount of assessment work has been undertaken to allow preliminary judgements to be made about the design and routeing of the Project. This has been set out in various publications (The Corridor and Preliminary Routeing and Siting Study (CPRSS), published as part of the 2022 non-statutory consultation, the Design Development Report, 2022 Non-Statutory Consultation Feedback Report and Strategic Options Backcheck and Review, published as part of the 2023 non-statutory consultation) with feedback helping shape the preliminary proposals. Further detailed assessment work has been undertaken since the 2023 non-statutory consultation and is published in the Preliminary Environmental Information Report (PEIR) to accompany the statutory consultation stage of the Project. We will be writing up our noise and vibration assessment that will, in addition to other topic specific assessments, form part of the EIA for the Project. Noise levels and the effect on residential properties as well as other sensitive

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		areas, such as hospitals and schools, are carefully considered during planning, assessed according to the appropriate UK standards, and mitigated where necessary. We set strict technical standards for the equipment we install on our network. These will apply to the proposed new East Anglia Connection Node (EACN) substation located in the Tendring District, and extensions required to the existing Norwich Main, Bramford, and Tilbury Substations. These standards include requirements to ensure the occurrence of audible noise is eliminated or reduced as far as practicable. Therefore, significant adverse effects from noise are not expected. Noise from overhead lines is predominately determined by the conductor design, voltage and weather conditions. The overhead line will be designed using a relatively quiet conductor that meets the design specification required, and operational noise is not likely to be significant at nearby sensitive receptors under any weather conditions. Should the iterative design process result in alternative conductor types be used, consideration for this would be assessed within the EIA. Pylon fittings, such as insulators, dampers, spacers, and clamps, are also designed and procured in accordance with a series of National Grid Technical Specifications to reduce the potential for audible noise and tones to occur from all types of fittings. Where noise does occur, it is likely to be localised and of short duration. If this is due to a fault, action can be taken to rectify it. A technical note would be submitted as part of the application for development consent to support scoping out noise associated with overhead lines from the ES. We will also be writing up our Landscape and Visual Impact Assessment (LVIA) that will form part of the EIA for the Project. This will include a write-up of an assessment on both landscape character and visual amenity. Where likely significant effects are anticipated the LVIA will consider and identify areas where it may be necessary and appropriate to put forward potential mitigation as part of an iterative design and assessment process. The health and safety of the public, local communities and employees is central to everything that we do. The UK has a carefully thought-out set of policies for protecting us all against Electric and Magnetic Fields (EMFs), the main component of which is exposure guidelines. The exposure guidelines are set by independent scientific bodies and are based on decades-long studies into the effects of EMFs and ill health. After those decades of research, the weight of evidence is against there being any health risks of EMFs below the guideline limits. Our approach is to ensure that our network comply with those policies, which are set by Government on the advice of their independent advisors. The Project will be designed to ensure it is fully compliant with these policies and guidelines. This ensures that health concerns are properly and adequately addressed. Policies for both noise and EMF are incorporated into the decision-making process for development consent as set out in National Policy Statement (NPS) EN-5. It is National Grid's policy to ensure that all its equipment complies fully with those policies and guidelines. The application for a Development Consent Order (DCO) will include assessments against these polices, including both construction and operational noise and EMF.
4.14.51	Suggest that the Project is routed further north at Coggeshall Road.	National Grid considered the potential for routes passing to the north of Coggeshall and potentially close paralleling the existing overhead line when we developed our 2023 preferred draft alignment. The reasons for considering these to be less preferred alternatives are set out in the Design Development Report published in support of the 2023 non-statutory consultation. In the absence of new or additional information and after back-checking our previous analysis we consider those reasons to remain valid and options to the north of Coggeshall to be less preferred. For these reasons we are not currently proposing a change to the 2023 preferred draft alignment in this location, however we will continue to make changes to the 2024 preferred draft alignment as we receive further feedback and as the

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		Project develops. We are also undertaking an Environmental Impact Assessment (EIA) to assess the potential impact of the Project, and this will identify any need for additional mitigation.
4.14.52	Suggest that the Project is routed through the proposed mineral extraction area.	Following feedback from the 2023 non-statutory consultation, National Grid is proposing a change to straighten the 2023 preferred draft alignment through the proposed mineral extraction area. At the same time, we have repositioned some pylons, to facilitate modifications to minimise the potential for sterilisation of mineral resources, should the planning status of the mineral site change.
4.14.53	Suggest that the Project is undergrounded around Fuller Street (i.e. at least one line to mitigate a mass of overhead lines around the street).	Fuller Street currently has an existing 400 kV overhead line to the east and an existing 132 kV overhead line to the west. The 132 kV overhead line is to be crossed by the Project with a section of the 132 kV overhead line needing to be replaced by a section of underground cable between appropriate pylons on the 132 kV overhead line. Following review of the feedback and informed by the findings of environmental studies National Grid is proposing for the undergrounding of the existing 132 kV overhead line to extend from the north of the new 400 kV overhead line to the south of Fuller Street. This change will achieve safe crossing of overhead line infrastructure and will reduce visual effects. The overhead line immediately west of Fuller Street (which is the closest one) will therefore be removed albeit with a new 400 kV overhead line introduced but at increased distance from the village to the north.
4.14.54	Suggest that the Project or existing lines should use underground cables between Ranks Green and Fuller Street (to reduce cumulative visual impact).	Fuller Street has an existing 132 kV overhead line to the west and an existing 400 kV overhead line to the east. In line with National Grid's duties to be economic, it is proposed to underground the existing 132 kV overhead line (which is the closest to Fuller Street) with the proposed 400 kV remaining as an overhead line further away and to the north of Fuller Street. We are undertaking an Environmental Impact Assessment (EIA) to assess the potential impact of the Project, and this will identify any need for additional mitigation.
4.14.55	Suggest that the Project should be routed further north near Kelvedon particularly as the route actually kinks south at TB071 rather than following the natural line (e.g. to minimise impact on Felix Hall Park), and oppose the kink at TB083 (e.g. as rationale for kink is because of mineral rights but the Project route already crosses site A7 of the proposed Bradwell extension and is well south of sites A5 and A6, so rationale is invalid).	National Grid has made a change in the vicinity of TB083. Localised change to pass slightly further north between Feeringbury and Coggeshall was previously considered but less preferred for the reasons set out in the Design Development Report (DDR) published as part of the 2023 non-statutory consultation. Likewise various alternatives to the north of Coggeshall were also considered and were also less preferred for the reasons set out in the 2023 DDR. In the absence of new evidence or further information the previous reasons are considered to remain valid. For these reasons we are not currently proposing a change to the 2023 preferred draft alignment in this location, however we will continue to make changes to the 2024 preferred draft alignment as we receive further feedback and as the Project develops.

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4.14.56	Suggest that the Project should run in closer to / parallel to the existing 400 kV overhead lines.	National Grid notes the potential for close paralleling existing overhead lines to reduce the level of effects that may arise from a new overhead line. However, where existing overhead lines are present along the proposed route, there are constraints and features that mean, overall, we consider close paralleling would lead to greater effects on receptors in the area and be less compliant with the Holford Rules or be less consistent with the policy to be economic and efficient. A number of residential properties are present in close proximity to the existing 400 kV overhead line meaning that if the overhead lines were close paralleled it would result in the properties having an overhead line close to both sides. There are also some locations where the combination of existing physical and environmental features (road infrastructure, commercial and residential properties etc) present very substantial challenges to routeing and siting. As a result, whilst close paralleling may appear beneficial in some sections, overall, the increased environmental effects where the overhead lines have to converge and diverge, and those increased effects on properties with overhead lines on both sides are considered greater than those introduced by a new overhead line separated from existing 400 kV overhead lines. Whilst crossings and use of underground cable technology may be able to address various constrained locations, we consider the costs and environmental effects arising from the additional infrastructure required to be less compliant with our duties and relevant policies.
4.14.57	Suggest that the pylons TB093, TB094, TB095 and TB096 should be re-routed to avoid impact on residents, visual impact, heath, bats, Public Rights of Way, Ancient Woodland, etc).	National Grid has reviewed the 2023 preferred draft alignment in this area and is proposing a change to the position of pylon TB093 along the 2023 preferred draft alignment in order to move out of direct views of the property to the north. Due to a planning application for a solar farm in the location of TB094 to TB096 it is not possible to move the draft alignment due to the preference to avoid placing pylons within solar farms where practicable. The draft alignment is not currently directly affecting the Ancient Woodland to the south. For these reasons we are not currently proposing a change to the 2023 preferred draft alignment in this location, however we will continue to make changes to the 2024 preferred draft alignment as we receive further feedback and as the Project develops. We are also undertaking an Environmental Impact Assessment (EIA) to assess the potential impact of the Project, and this will identify any need for additional mitigation.
4.14.58	Suggest that the route of the Project should not deviate in direction from TB075 to TB080, to minimise impact on land being considered for a solar farm at pylon TB078.	It is not appropriate to take account of potential developments, such as the solar farm noted here, that are not within the planning system. However, elsewhere along the route we have been able to avoid the majority of solar farms restricting interaction to oversailing in the majority of cases. National Grid would therefore not expect the Project to prevent solar farm development in the future. We have previously considered route alignments passing to the north of Feeringbury Manor, as suggested by the respondent, but considered these less preferred. This was set out in the Design Development Report (DDR) published as part of the 2023 non-statutory consultation with the main reason being the greater level of effect on heritage assets considered less consistent with Holford Rule Two, though it is acknowledged that other effects arise from the 2023 preferred draft alignment including from the need to cross a vineyard / fruit farm. We also note that the use of cranes as part of the normal operation of sewage treatment works precludes oversail by overhead lines. Overall, we consider the 2023 preferred draft alignment to be the most appropriate and consistent with its duties and relevant policies. For these reasons we are not currently proposing a change to the 2023 preferred draft alignment in this location, however we will continue to make changes to the 2024 preferred draft alignment as we receive further feedback and as the Project develops. We are also undertaking an Environmental Impact Assessment (EIA) to assess the potential impact of the Project, and this will identify any need for additional mitigation.

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4.14.59	Suggest that the section of underground cables which runs through a river and across an area used to grow cricket bat willow on farming estate should use thrust bore construction methods.	National Grid notes the respondent's feedback, following further assessment of the Project in this area, we have concluded that an option to move the alignment further north with the Cable Sealing End (CSE) compounds located closer together within the same field was preferable. This would reduce the amount of underground cable required for the crossing of the existing 400 kV overhead line and would therefore avoid the impacts on the cricket bat willow trees.
4.14.60	Suggest that the use of underground cables should be extended between TB113 to TB125 (to mitigate impact on residential, the Essex Way and monuments).	National Grid has carefully considered the feedback received during the 2023 non-statutory consultation, the alternatives available, and other factors including our duties and obligations. These duties include balancing the need to be economic, efficient, and keep costs down in the interests of the bill-paying consumers, balanced against a duty to have regard to preserving amenity, the natural environment, cultural heritage, landscape, and visual quality. National Policy Statement (NPS) EN-5 makes clear that *'the Government's position that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or Areas of Outstanding Natural Beauty)'.* The NPS also confirms that widespread and significant adverse landscape and/or visual impacts in other locations may also justify the use of undergrounding. We may also adopt underground cables in other circumstances such as to cross existing 400 kV overhead line infrastructure. We expect to utilise a short section of underground cable at Fairstead to cross under the existing 400 kV overhead line. No other designations or crossing locations have been identified in this section which is therefore proposed as an overhead line at this stage. We are undertaking an Environmental Impact Assessment (EIA) to assess the potential impact of the Project, and this will identify any need for additional mitigation.
4.14.61	Suggest that the western Cable Sealing End (CSE) platform north of Fairstead should be moved west with additional use of underground cables.	National Grid notes the respondent's preference for the western Cable Sealing End (CSE) compound to be moved further west. We have assessed a number of options in this area and have concluded that an option to move the CSE compound further west would extend the length of underground cable required and therefore result in increased costs. With no relevant policy driver for incurring this increased cost, this option has not been taken forwards at this stage. An option to move the alignment further north-east with the CSE compounds located closer together within the same field was assessed and was preferred. This would reduce the amount of underground cable required for the crossing of the existing 400 kV overhead line. Coincidentally it would also avoid the potential for impacts on a plantation of cricket bat willow trees. This option would also reduce potential impacts on the game bird sporting area also identified in feedback.
4.14.62	Suggest that underground cables are used between pylons TB099 to TB100 to avoid overhead cables needing to cross the railway line (that goes into London)	Where the Project as currently proposed crosses the existing 400 kV overhead line at Fairstead, a design solution for the crossing will be developed whilst considering both engineering and environmental challenges. This solution will need to consider the requirements of both the construction and operational phases of the Project and will be presented at our 2024 statutory consultation. Typically, the costs associated with undergrounding lower voltage overhead lines is lower and comes with less technical challenges than our 400 kV overhead lines. It is therefore likely that this would be the solution taken forward unless location specific information required a different solution.

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4.14.63	Suggest that underground cables are used for the entire Project.	National Grid has carefully considered the feedback received during consultation, the alternatives available, and other factors including our duties and obligations. These duties include balancing the need under The Electricity Act 1989 to be economic and efficient, which includes keeping costs down in the interests of the bill-paying consumers, with a duty to have regard to preserving amenity, which includes the natural environment, cultural heritage, landscape and visual quality. The National Policy Statement (NPS) EN-5 makes clear that *'the Government's position that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or Areas of Outstanding Natural Beauty)'.* The NPS also confirms that widespread and significant adverse landscape and/or visual impacts in other locations may also justify the use of undergrounding. We may also adopt underground cables in other circumstances such as to cross existing 400 kV overhead line infrastructure. Therefore, whilst undergrounding the whole route is not considered appropriate, National Grid's proposals do include underground cable within the Dedham Vale Area of Outstanding Natural Beauty (AONB) in accordance with NPS EN-5. Prior to our 2023 non-statutory consultation we identified the need to extend the underground cable beyond the AONB boundary because of potential effects, we have further extended this section of underground cable following consideration of feedback on our 2023 non-statutory consultation and additional investigation into potential effects. We also identified an approximately 4 km section near Great Horkesley as meeting the particularly sensitive criteria where underground cable is also proposed and following consideration of feedback to the 2023 non-statutory consultation, we are reviewing the potential to utilise around 2 km of underground cable near Diss though this is subject to review of the findings of ground investigations and further studies. Additionally, underground cable is proposed at Fairstead for a 400 kV overhead line crossing and for around 5 km for the crossing of the Lower Thames Crossing proposals and line entry to Tilbury Substation.
4.14.64	Suggest that underground cables are used for the Project between pylons TB071 – TB078 to avoid existing overhead electricity and telecommunication lines (given that the existing lines are maintained and operated by other companies with permissions being required for diversion, and the related costs).	Where the Project as currently proposed crosses the existing 400 kV overhead line at Fairstead, a design solution for the crossing have been developed whilst considering both engineering and environmental challenges. This solution needs to consider the requirements of both the construction and operational phases of the Project and will be presented at our 2024 statutory consultation. Typically, the costs associated with undergrounding lower voltage overhead lines is lower and comes with less technical challenges than our 400 kV overhead lines. It is therefore likely that this would be the solution taken forward unless location specific information required a different solution.
4.14.65	Suggest that underground cables are used for the sections that cross the B1024 and the A120.	National Grid has carefully considered the feedback received during the 2023 non-statutory consultation, the alternatives available, and other factors including our duties and obligations. These duties include balancing the need to be economic, efficient, and keep costs down in the interests of the bill-paying consumers, balanced against a duty to have regard to preserving amenity, the natural environment, cultural heritage, landscape, and visual quality.

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		National Policy Statement (NPS) EN-5 makes clear that *'the Government's position that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or Areas of Outstanding Natural Beauty)'.* The NPS also confirms that widespread and significant adverse landscape and/or visual impacts in other locations may also justify the use of undergrounding. We may also adopt underground cables in other circumstances such as to cross existing 400 kV overhead line infrastructure. No such designations or crossing locations are present where the B1024 and the A120 are proposed to be crossed and therefore the Project in this location is proposed as an overhead line at this stage. We are undertaking an Environmental Impact Assessment (EIA) to assess the potential impact of the Project, and this will identify any need for additional mitigation.
4.14.66	Suggest that underground cables are used from pylon TB113 to TB242.	National Grid has carefully considered the feedback received during the 2023 non-statutory consultation, the alternatives available, and other factors including our duties and obligations. These duties include balancing the need to be economic, efficient, and keep costs down in the interests of the bill-paying consumers, balanced against a duty to have regard to preserving amenity, the natural environment, cultural heritage, landscape, and visual quality. National Policy Statement (NPS) EN-5 makes clear that *'the Government's position that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or Areas of Outstanding Natural Beauty)'.* The NPS also confirms that widespread and significant adverse landscape and/or visual impacts in other locations may also justify the use of undergrounding. We may also adopt underground cables in other circumstances such as to cross existing 400 kV overhead line infrastructure. National Grid expects to utilise a short section of underground cable at Fairstead to cross under the existing 400 kV overhead line. No other designations or crossing locations have been identified in this section which is therefore proposed as an overhead line at this stage. We are undertaking an Environmental Impact Assessment (EIA) to assess the potential impact of the Project, and this will identify any need for additional mitigation.
4.14.67	Suggest that underground cables should be extended from TB110 further after crossing the existing overhead line (plan provided by respondent).	National Grid has carefully considered the feedback received during the 2023 non-statutory consultation, the alternatives available, and other factors including our duties and obligations. These duties include balancing the need to be economic, efficient, and keep costs down in the interests of the bill-paying consumers, balanced against a duty to have regard to preserving amenity, the natural environment, cultural heritage, landscape, and visual quality. National Policy Statement (NPS) EN-5 makes clear that *'the Government's position that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or Areas of Outstanding Natural Beauty)'.* The NPS also confirms that widespread and significant adverse landscape and/or visual impacts in other locations may also justify the use of undergrounding. We may also adopt underground cables in other circumstances such as to cross existing 400 kV overhead line infrastructure. National Grid is required to utilise a short section of underground cable at Fairstead to cross under the existing 400 kV overhead line.

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		No other designations or crossing locations have been identified in this section which is therefore proposed as an overhead line at this stage. We are undertaking an Environmental Impact Assessment (EIA) to assess the potential impact of the Project, and this will identify any need for additional mitigation.
4.14.68	Suggest that undergrounding in Fairstead continues from TB113 to TB125 (i.e. to mitigate impact on Essex Way, Protected Lanes, monuments, and residential properties in Cole Hill and Boreham Road).	National Grid has carefully considered the feedback received during the 2023 non-statutory consultation, the alternatives available, and other factors including our duties and obligations. These duties include balancing the need to be economic, efficient, and keep costs down in the interests of the bill-paying consumers, balanced against a duty to have regard to preserving amenity, the natural environment, cultural heritage, landscape, and visual quality. National Policy Statement (NPS) EN-5 makes clear that *'the Government's position that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or Areas of Outstanding Natural Beauty)'.* The NPS also confirms that widespread and significant adverse landscape and/or visual impacts in other locations may also justify the use of undergrounding. We may also adopt underground cables in other circumstances such as to cross existing 400 kV overhead line infrastructure. National Grid expects to utilise a short section of underground cable at Fairstead to cross under the existing 400 kV overhead line. No other designations or crossing locations have been identified in this section which is therefore proposed as an overhead line at this stage. We are undertaking an Environmental Impact Assessment (EIA) to assess the potential impact of the Project, and this will identify any need for additional mitigation.
4.14.69	Suggest that, where the Project crosses the existing overhead line, the height of the existing line is raised and minimum/low height lattice towers are used for the Project, so that the overhead lines for the Project are routed under the existing line (reducing need for a Cable Sealing End (CSE) compound).	Where the Project as currently proposed crosses the existing 400 kV overhead line at Fairstead a design solution for the crossing have been developed whilst considering both engineering and environmental challenges. This solution needs to consider the requirements of both the construction and operational phases of the Project and will be presented at our 2024 statutory consultation, the proposal as presented at the 2023 non-statutory consultation is an underground cable section under the existing overhead line. This is preferred as it ensures structures are kept low and minimises interaction with the existing assets. The latest proposals will be presented as part of the statutory consultation in 2024.
4.14.70	Suggest the Cable Sealing End (CSE) compound is located at alternative location near Ranks Green Road (plan provided by respondent)) if the alternative route can't be followed.	A number of alternative Cable Sealing End (CSE) compound sites and alignments were suggested to the west of the Fairstead underground cable section. After careful consideration, National Grid have made a change to move the underground cable crossing point slightly north and east with the western CSE compound positioned to the east of Fairstead Road. As a result, the onwards overhead line alignment to Tilbury moves just to the north side of the areas of woodland. This reduces effects on farming and shooting activities. This also avoids the need to complete a trenchless crossing under the road, watercourse and willow trees. We consider the alternatives suggested by the respondent to be variously in more visible locations, require a longer and less economic underground cable length

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		and from which onward overhead line alignment effects would be greater on some residential properties. Nonetheless we consider that the change being taken forward addresses the principal concerns of the respondent.
4.14.71	Suggest the Project follows alternative route near Ranks Green Road (plan provided by respondent).	A number of alternative Cable Sealing End (CSE) compound sites and alignments were suggested to the west of the Fairstead underground cable section. After careful consideration, National Grid has made a change to move the underground cable crossing point slightly north and west with the western CSE compound positioned to the east of Fairstead Road. As a result, the onwards overhead line alignment to Tilbury moves just to the north side of the areas of woodland. This reduces effects on farming and shooting activities. This also avoids the need to complete a trenchless crossing under the road, watercourse and willow trees. We consider the alternatives suggested by the respondent to be variously in more visible locations, require a longer and less economic underground cable length, and from which onward overhead line alignment effects would be greater on some residential properties. Nonetheless we consider that the change being taken forward addresses the principal concerns of the respondent.
4.14.72	Suggest the Project takes the *'Alternative route for Great Waltham'* on page 66 of the Design Report to avoid the pinch point of Great Waltham area and its effects on heritage assets.	National Grid considered a more westerly alignment routed from the south of Great Leighs towards Pleshey and then southwards towards Chignal Smealey. Whilst noting some reduction in effects with this alternative, this is a longer route. With effects on the 2023 preferred draft alignment considered to be consistent with policy the western alternative was not progressed. Environmental and other studies have not identified any further information to alter this previous conclusion and no new evidence is provided by the respondent. For these reasons we are not currently proposing a change to the 2023 preferred draft alignment in this location, however we will continue to make changes to the 2024 preferred draft alignment as we receive further feedback and as the Project develops. We are also undertaking an Environmental Impact Assessment (EIA) to assess the potential impact of the Project, and this will identify any need for additional mitigation.
4.14.73	Suggest the use of T-pylons near Witham and Braintree.	The 2024 preferred draft alignment reflects the use of standard lattice pylons. The use of other pylon designs is still under consideration, if an overhead line route is progressed. National Grid is and will continue to carry out further assessments on pylon design. Our assessments will include visual impacts and mitigation, environmental and ecological considerations, construction, and lifetime maintenance effects. Different designs in use in the UK include: • standard lattice; • lower height lattice; and • T-pylons. The findings from our assessments will be published in Appendix C of the Design Development Report as part of our 2024 statutory consultation. We will continue to consider the use of alternative pylon types should further feedback be received from the 2024 statutory consultation.
4.14.74	Suggestion that the Project is routed away from / the Project should not be located at a specific location.	Further assessment and technical appraisal have been undertaken following feedback received from the 2023 non-statutory consultation which has resulted in several changes to the current draft alignment. Further details on these changes can be found in the Design Development Report, published as part of the 2024 statutory consultation. Further changes to the draft alignment will be considered as the Project develops.

Ref no.	Summary of matters raised	National Grid's response
4.14.75	Suggestion that the Project is routed away from / the Project should not be located at Coggeshall.	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Coggeshall. In the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the draft alignment. Guidelines on overhead line routeing are known as the *'Holford Rules'* which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Chapter 1 of this report.
4.14.76	Suggestion that the Project is routed away from / the Project should not be located at Fairstead.	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Fairstead, further information regarding changes proposed in this area can be seen in the Design Development Report published as part of the 2024 statutory consultation. In the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the draft alignment. Guidelines on overhead line routeing are known as the *'Holford Rules'* which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Chapter 1 of this report.
4.14.77	Suggestion that the Project is routed away from / the Project should not be located at Faulkbourne.	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Faulkbourne. In the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the draft alignment. Guidelines on overhead line routeing are known as the *'Holford Rules'* which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Chapter 1 of this report.
4.14.78	Suggestion that the Project is routed away from / the Project should not be located at Feering.	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Feering. In the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the draft alignment. Guidelines on overhead line routeing are known as the *'Holford Rules'* which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Chapter 1 of this report.
4.14.79	Suggestion that the Project is routed away from / the Project should not be located at Great Leighs.	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Great Leighs. In the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the draft alignment. Guidelines on overhead line routeing are known as the *'Holford Rules'* which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Chapter 1 of this report.
4.14.80	Suggestion that the Project is routed away from / the Project should not be located at Howe Street village.	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Howe Street. In the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the draft alignment. Guidelines on overhead line routeing are known as the *'Holford Rules'* which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Chapter 1 of this report.

Ref no.	Summary of matters raised	National Grid's response
4.14.81	Suggestion that the Project is routed away from / the Project should not be located at Kelvedon.	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Kelvedon. In the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the draft alignment. Guidelines on overhead line routeing are known as the *'Holford Rules'* which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Chapter 1 of this report.
4.14.82	Suggestion that the Project is routed away from / the Project should not be located at Rivenhall.	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Rivenhall. In the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the draft alignment. Guidelines on overhead line routeing are known as the *'Holford Rules'* which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Chapter 1 of this report.
4.14.83	Suggestion that the Project is routed away from / the Project should not be located at Witham.	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Witham. In the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the draft alignment. Guidelines on overhead line routeing are known as the *'Holford Rules'* which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Chapter 1 of this report.
4.14.84	Suggests T-pylons be used for TB120, TB121 and TB122 to protect views.	The 2024 preferred draft alignment reflects the use of standard lattice pylons. The use of other pylon designs is still under consideration, if an overhead line route is progressed. National Grid has and will continue to carry out further assessments on pylon design. Our assessments will include visual impacts and mitigation, environmental and ecological considerations, construction, and lifetime maintenance effects. Different designs in use in the UK include: • standard lattice; • lower height lattice; and • T-pylons. The findings from our assessments will be published in Appendix C of the Design Development Report as part of our 2024 statutory consultation. We will continue to consider the use of alternative pylon types should further feedback be received from the 2024 statutory consultation.
4.14.85	Suggests TB120 and TB123 be moved due to free roaming fallow deer.	National Grid has routed and sited the 2023 preferred draft alignment in accordance with the Holford Rules. TB120 to TB123 are currently located midway between properties along Boreham Road / Cole Hill, in order to change the location of these pylons we would have to increase the length of the overhead line and increase the number of angle pylons, which would be less consistent with the Holford Rules. For these reasons we are not currently proposing a change to the 2023 preferred draft alignment in this location, however we will continue to make changes to the 2024 preferred draft alignment as we receive further feedback and as the Project develops. We do not anticipate any impacts to free roaming fallow deer due to the Project, however we are also undertaking an Environmental Impact

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		Assessment (EIA) to assess the potential impact of the Project, and this will identify any need for additional mitigation.
4.14.86	Suggests TB120 and TB123 be removed as geese are currently using the area.	Birds (including geese) are being considered through a robust desk study and field work to inform impact assessment as part of the Environmental Impact Assessment (EIA). Mitigation measures will take into account the mobile nature of birds to ensure legal compliance and also aim to maximise opportunities as part of the Biodiversity Net Gain (BNG) strategy through habitat enhancement and creation. Methodology has been discussed and agreed with Natural England and the assessment will be presented in the Environmental Statement (ES) or Habitats Regulations Assessment (HRA) depending on potential impact pathways
4.14.87	Suggests TB120 to TB125 be moved / not located at (Cole Hill/Boreham Road, Paulk Hall Lane and Goodmans Lane).	National Grid has considered whether pylons TB120 to TB125 could be repositioned. We concluded that a local change would be less direct and require the use of additional angle pylons in an otherwise straight alignment and would therefore be less consistent with Holford Rule Three. A change would also have to be made to the south (due to Ancient Woodland to the north) and would either move much closer to residential properties or lead to greater effects on woodland (less consistent with the supplementary notes and Rule Two). For these reasons we are not currently proposing a change to the 2023 preferred draft alignment in this location, however we will continue to make changes to the 2024 preferred draft alignment as we receive further feedback and as the Project develops. We are also undertaking an Environmental Impact Assessment (EIA) to assess the potential impact of the Project, and this will identify any need for additional mitigation.
4.14.88	Suggests TB121 be moved due to bat nesting.	TB121 is currently located approximately midway between properties along Boreham Road / Cole Hill and is not currently directly impacting the woodland near this pylon. For these reasons we are not currently proposing a change to the 2023 preferred draft alignment in this location, however we will continue to make changes to the 2024 preferred draft alignment as we receive further feedback and as the Project develops. We are also undertaking an Environmental Impact Assessment (EIA) to assess the potential impact of the Project, and this will identify any need for additional mitigation.
4.14.89	Suggests TB122, TB123 should be routed away from woodland west of Cole hill.	National Grid has reviewed the 2023 preferred draft alignment in this area and due to properties to the north and south of the 2023 preferred draft alignment along Cole Hill it is not possible to completely avoid the woodland to the west. For these reasons we are not currently proposing a change to the 2023 preferred draft alignment in this location, however we will continue to make changes to the 2024 preferred draft alignment as we receive further feedback and as the Project develops. We are also undertaking an Environmental Impact Assessment (EIA) to assess the potential impact of the Project, and this will identify any need for additional mitigation.
4.14.90	Suggests the Project should be underground between Ranks Green and Fuller Street (due to presence of an existing line in this area).	Fuller Street has an existing 132 kV overhead line to the west and an existing 400 kV overhead line to the east. In line with our duties to be economic, it is proposed to underground the existing 132 kV overhead line (which is the closest to Fuller Street) with the proposed 400 kV remaining as an overhead line further away and to the north of Fuller Street. This is to achieve safe crossing of overhead line infrastructure and reduce visual effects. We are undertaking an Environmental Impact Assessment (EIA) to assess the potential impact of the Project, and this will identify any need for additional mitigation.

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4.14.91	Suggests undergrounding in Fairstead be extended to TB125.	National Grid has carefully considered the feedback received during the 2023 non-statutory consultation, the alternatives available, and other factors including our duties and obligations. These duties include balancing the need to be economic, efficient, and keep costs down in the interests of the bill-paying consumers, balanced against a duty to have regard to preserving amenity, the natural environment, cultural heritage, landscape, and visual quality. National Policy Statement (NPS) EN-5 makes clear that *'the Government's position that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or Areas of Outstanding Natural Beauty (AONBs))'.* The NPS also confirms that widespread and significant adverse landscape and/or visual impacts in other locations may also justify the use of undergrounding. We may also adopt underground cables in other circumstances such as to cross existing 400 kV overhead line infrastructure. National Grid expects to utilise a short section of underground cable at Fairstead to cross under the existing 400 kV overhead line. No other designations or crossing locations have been identified in this section which is therefore proposed as an overhead line at this stage. We are undertaking an Environmental Impact Assessment (EIA) to assess the potential impact of the Project, and this will identify any need for additional mitigation.
4.14.92	The Project from TB083 to TB084 should be rerouted to avoid impact on Felix Hall Park containing three listed buildings (Felix Hall, The Clock House and the Orangery) - this is possible whilst still avoiding proposed mineral sites A6 and A5 at Bradbury Quarry and would enable the Project to adhere to Holford Rules 3 and 5.	National Grid has made a change to straighten the 2023 preferred draft alignment through the proposed mineral area at this location. At the same time, we have repositioned some pylons, to facilitate modifications to minimise the potential for sterilisation of mineral resources, should the planning status of the mineral site change. This proposed change would move the draft alignment further away from Felix Hall Park. We will continue to make changes to the 2024 preferred draft alignment where practicable as we receive further feedback and as the Project develops.
Design Question		
4.14.93	Have you taken into account other planning proposals within this area, such as: #1. The proposal for flood attenuation works and gravel extraction along the River Blackwater valley top the south of Coggeshall, and	National Grid is aware of these and other developments through our monitoring of planning applications and review of development plans. These have influenced route development as set out in the Corridor and Preliminary Routeing and Siting Study (CPRSS) published at the 2022 non-statutory consultation and in the Design Development Report (DDR) published in support of the 2023 non-statutory consultation. We continue to consider whether our proposals need to be updated as new applications emerge and the status of applications changes.

Ref no.	Summary of matters raised	National Grid's response
	#2: The proposal for up to 600 houses and associated infrastructure on land to the SW of Coggeshall Road, Kelvedon (Braintree District Council planning application 21/03579/OUT refers) #3: The installation of a solar farm on land west of Park Road, Rivenhall (Braintree District Council planning application 2103735/FUL refers)?	
4.14.94	Have you taken into account the visual impact of the proposal upon the Essex Way, which runs nearby to the north of the proposed route?	Projects of this nature are required to assess the potential environmental impacts of the proposals, and report on those, and set out proposed mitigation, in an Environmental Statement (ES) in accordance with the relevant Environmental Impact Assessment (EIA) Regulations. The EIA starts early in the process and, in that respect, a considerable amount of assessment work has been undertaken to allow preliminary judgements to be made about the design and routeing of the Project. This has been set out in various publications (The Corridor and Preliminary Routeing and Siting Study (CPRSS), published as part of the 2022 non-statutory consultation, the Design Development Report, 2022 Non-Statutory Consultation Feedback Report and Strategic Options Backcheck and Review, published as part of the 2023 non-statutory consultation) with feedback helping shape the preliminary proposals. Further detailed assessment work has been undertaken since the 2023 non-statutory consultation and is published in the Preliminary Environmental Information Report (PEIR) to accompany the statutory consultation stage of the Project. National Grid, through the routeing and siting exercise, has sought to reduce the impact on landscape character and visual amenity. We will continue to consider both landscape character and visual amenity as we develop our proposals and seek to reduce effects where practicable. We will be writing up our Landscape and Visual Impact Assessment (LVIA) that will, in addition to other topic specific assessments, form the latter part of the EIA for the Project. This will include a write-up of an assessment on both landscape character and visual amenity, including the assessment of sequential effects on views from promoted long distance trails such as the Essex Way. Where likely significant effects are anticipated the LVIA will consider and identify areas where it may be necessary and appropriate to put forward potential mitigation as part of an iterative design and assessment process.
4.14.95	Query regarding whether the Project crosses over existing overhead line between TB075 and TB076 (as not shown on map).	The Project, as currently proposed, crosses a number of lower voltage lines which are supported on either lattice pylon lines or wood pole lines and National Grid is aware of those between TB075 and TB076. We would replace a section of the lower voltage overhead line with underground cables. The proposed section of underground cable will be shown on plans submitted as part of the 2024 statutory consultation.

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Economic / Employment Impact		
4.14.96	Concern about the negative impact on businesses in the area.	Through the routeing and siting exercise National Grid has sought and will continue to reduce as far as practicable impacts to businesses. To reduce potential impacts, we are identifying businesses and enterprises and their primary function, and also those that are likely to generate tourism such as private gardens and parks. These have been and will continue to be considered during the iterative design process. Impacts on local businesses will be presented within a Socio-economics, Recreation and Tourism assessment which is being undertaken and will be written up to form part of the Environmental Impact Assessment (EIA). As part of this assessment, a range of measures are being considered throughout the construction phase of the Project to minimise disruption to businesses and their users. These measures will be identified within the Environmental Statement (ES) that will accompany the Development Consent Order (DCO) application.
Environmental Impact		
4.14.97	Concern about the ground instability in relation to the Project.	The design of the Project will incorporate suitable consideration of the ground conditions based on data from site specific ground investigation and assessment and therefore any risks from ground instability would be considered within the engineering design of the new infrastructure in accordance with best practice. This would mean the Project will be built with any required design and construction mitigation in place.
4.14.98	Concern about the impact of the Project on protected lanes in this area.	Projects of this nature are required to assess the potential environmental impacts of the proposals, and report on those, and set out proposed mitigation, in an Environmental Statement (ES) in accordance with the relevant Environmental Impact Assessment (EIA) Regulations. The EIA starts early in the process and, in that respect, a considerable amount of assessment work has been undertaken to allow preliminary judgements to be made about the design and routeing of the Project. This has been set out in various publications (The Corridor and Preliminary Routeing and Siting Study (CPRSS), published as part of the 2022 non-statutory consultation, the Design Development Report, 2022 Non-Statutory Consultation Feedback Report and Strategic Options Backcheck and Review, published as part of the 2023 non-statutory consultation) with feedback helping shape the preliminary proposals. Further detailed assessment work has been undertaken since the 2023 non-statutory consultation and is published in the Preliminary Environmental Information Report (PEIR) to accompany the statutory consultation stage of the Project. National Grid will be writing up its Historic Environment Assessment and Landscape and Visual Impact Assessment (LVIA) that will, in addition to other topic specific assessments, form the latter part of the EIA for the Project. The Historic Environment Assessment will consider historic routeways including designated Protected Lanes and other historic routes identified through historic mapping or through Historic Environment Records. The LVIA will consider impacts on landscape character and visual amenity. The assessment of effects on landscape character will include consideration of effects on Protected Lanes. Where likely significant effects are anticipated the LVIA will consider and identify areas where it may be necessary and appropriate to put forward potential mitigation as part of an iterative design and assessment process.

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4.14.99	Concern that the Project will impact designated sites (e.g. Sites of Special Scientific Interest (SSSI), Ancient Woodland and a Royal Society for the Protection of Birds (RSPB) reserve).	Through routeing and siting, National Grid has sought and will continue to reduce as far as practicable impacts on biodiversity and in particular features of high ecological value, such as Sites of Special Scientific Interest (SSSI), Special Protection Areas (SPAs), Ramsar sites and Ancient Woodland. The process of route design takes account of existing biodiversity, the natural environment and, where practicable, seeks to reduce potential impacts on areas of ecological sensitivity, through avoidance or mitigation. The Environmental Impact Assessment (EIA) for the Project will assess the effects on biodiversity (which includes receptors such as SSSIs, SPAs, Ramsar sites and Ancient Woodland) and where necessary will detail mitigation requirements. The assessment methodology has been discussed and agreed with Natural England and the assessment will be presented in the Environmental Statement (ES) or Habitats Regulations Assessment (HRA) depending on potential impact pathways. We will continue to engage with Natural England, the Royal Society for the Protection of Birds (RSPB) and other relevant stakeholders on aspects relating to biodiversity and the natural environment, including appropriate mitigation measures and techniques, and will take their views into account as the Project continues to develop.
4.14.100	Concern that the Project will result in a negative impact on the environment generally (no details given).	Through routeing and siting, National Grid has sought and will continue to reduce as far as practicable impacts on the environment. National Grid is undertaking an Environmental Impact Assessment (EIA) for the Project. The results of this assessment will be provided in the Environmental Statement (ES) that will accompany the Development Consent Order (DCO) application. The ES will identify and assess the likely significant effects on the environment resulting from the construction and operation (and maintenance) of the Project and will recommend appropriate mitigation measures to reduce potential effects. The scope of the EIA is included in the Scoping Report which was submitted to the Planning Inspectorate in November 2022. We will continue to engage with a range of stakeholders (including Statutory Environmental Bodies (SEBs) and relevant Local Planning Authorities (LPAs)) throughout the development of the Project design and environmental assessment work.
4.14.101	Suggest that areas other than the Area of Outstanding Natural Beauty (AONB) should be protected / criticism that only the AONB has been considered.	National Policy Statement (NPS) EN-5 states that the Government considers overhead lines to be appropriate and acceptable in most instances, although it recognises that that there may be, at particularly sensitive locations, potential adverse landscape and visual impacts of overhead line infrastructure that make it inconsistent with our duties and relevant planning policy. The Area of Outstanding Natural Beauty (AONB) designation in this section is one such location where there is a presumption that underground cable technology is adopted with the extent of underground cabling extending beyond the boundary in response to the potential for the Project to affect the Natural Beauty of the AONB. Our current proposals include a total of approximately 20 km of underground cable through and in the vicinity of the Dedham Vale AONB, including a section at Great Horkesley to reduce the changes in views and setting of the AONB from within and adjacent to its designated boundary. Underground cabling is also proposed for short section for a 400 kV overhead line crossing near Fairstead and approximately 5 km from just north of the Lower Thames Crossing (LTC) through to Tilbury Substation. Projects of this nature are required to assess the potential environmental impacts of the proposals, and report on those, and set out proposed mitigation, in an Environmental Statement (ES) in accordance with the relevant Environmental Impact Assessment (EIA) Regulations. The EIA starts early in the process and, in that respect, a

Ref no.	Summary of matters raised	National Grid's response
		considerable amount of assessment work has been undertaken to allow preliminary judgements to be made about the design and routeing of the Project. This has been set out in various publications (The Corridor and Preliminary Routeing and Siting Study (CPRSS), published as part of the 2022 non-statutory consultation, the Design Development Report, 2022 Non-Statutory Consultation Feedback Report and Strategic Options Backcheck and Review, published as part of the 2023 non-statutory consultation) with feedback helping shape the preliminary proposals. Further detailed assessment work has been undertaken since the 2023 non-statutory consultation and is published in the Preliminary Environmental Information Report (PEIR) to accompany the statutory consultation stage of the Project. National Grid will be writing up its Landscape and Visual Impact Assessment (LVIA) that will, in addition to other topic specific assessments, form the latter part of the EIA for the Project. This will include a write-up of an assessment on both landscape character and visual amenity. Where likely significant effects are anticipated the LVIA will consider and identify areas where it may be necessary and appropriate to put forward potential mitigation as part of an iterative design and assessment process.
Financial Compensation		
4.14.102	Concern that the Project will devalue property / impact on property value in this section.	National Grid acknowledges that its proposals may cause concern to landowners. Diminishment of property value known as 'injurious affection' and any other appropriate heads of claim will be considered on an individual basis in accordance with current legislation. We will pursue a voluntary agreement with affected landowners, acquiring rights in accordance with our Land Rights Strategy (the strategy is subject to review). If a voluntary agreement cannot be reached, then the Compulsory Purchase Code allows for a claim of compensation for the loss that property owners may have suffered as a direct result of the retained part of your property ownership being worth less as a direct result of the works. If there are any specific concerns about the devaluation of property National Grid would advise seeking third party advice or alternatively please contact the Project team: Norwich-Tilbury@fishergerman.co.uk or by calling us on Freephone 0808 175 3314. Alternatively, you can write to Norwich to Tilbury Land Team, Fisher German, The Atrium, Risby Business Park, Newmarket Road, Risby, Bury St Edmunds, IP28 6RD.
4.14.103	Request for adequate financial compensation / suggest that impacted individuals need to be compensate.	All affected landowners will be compensated for any temporary/permanent losses, and this will be dealt with on a case-by-case basis. If there are any specific concerns requiring compensation and how it will be assessed, please contact the Project team: Norwich-Tilbury@fishergerman.co.uk or by calling us on Freephone 0808 175 3314. Alternatively, you can write to Norwich to Tilbury Land Team, Fisher German, The Atrium, Risby Business Park, Newmarket Road, Risby, Bury St Edmunds, IP28 6RD. Additionally, we await details of how Government intends to implement its proposals for those living in close proximity to new electricity infrastructure.

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Health, Safety and Wellbeing		
4.14.104	Concern that the Project is routed through historical mineral extraction sites and land will be unstable, and suggest a land stability risk assessment.	As part of the ongoing Project development, more detailed ground investigation will be undertaken and fed into the development process. This information will be held and will continue to be referenced throughout the lifecycle of the Project design. Any location specific parameters will be fed into the detailed design process and mitigated against as the design continues to evolve.
4.14.105	Concern that the Project may result in a negative impact on mental health / health and wellbeing.	National Grid recognises people may have concerns about the health effects of living close to an overhead line, and that the uncertainty whilst the proposals are developed may cause anxiety. We have sought to reduce potential effects on communities and residents through routeing and design. We have also sought to reduce concern or uncertainty about the proposals through making timely design decisions and engaging with the people and stakeholders throughout the development of the Project. The Project team will continue to engage with people potentially affected during the development of the Project, through regular communication including letters, phone calls and meetings. This will enable concerns to be raised and discussed at an early opportunity and provide a regular point of contact to respond to queries and concerns. We urge anyone with concerns to get in touch through the Norwich to Tilbury Freephone number, address or email throughout the development of the Project: • **Call our Community Helpline:** 0800 915 2497 (Lines are open Monday to Friday 9am-5:30pm) • **Email us:** contact@n-t.nationalgrid.com • **Write to us:** FREEPOST N TO T (No stamp or further address details are required) The UK has a carefully thought-out set of policies for protecting us all against Electric and Magnetic Fields (EMFs), the main component of which is exposure guidelines. Those exposure guidelines are set by independent scientific bodies and are based on decades-long studies into the effects of EMFs and ill health. After those decades of research, the weight of evidence is against there being any health risks of EMFs below the guideline limits. These policies are incorporated into the decision-making process for development consent in National Policy Statement (NPS) EN-5. It is National Grid's policy to ensure that all of its equipment comply fully with those exposure limits. Our approach is to ensure that all our equipment complies with the policies, which are set by Government on the advice of their independent advisors. The proposed overhead lines, underground cables and substation will be designed to ensure they are fully compliant with these policies and guidelines. This ensures that health concerns relating to EMFs are properly and adequately addressed.
4.14.106	Concern that the siting of overhead lines presents a risk to light aircrafts in the area.	Our review of airfields within 4 km of the preferred corridor identified 10 General Aviation (GA) sites, one military site (Wattisham Flying Station) and the Mid and South Essex National Health Service (NHS) Broomfield Hospital which receives helicopters from a helipad on the roof of the main hospital building. We have also considered other airfields and flight activities where these have been identified through the 2022 and 2023 non-statutory consultations including for ballooning and for model flying. As well as considering feedback, National Grid's aviation advisers (an independent aviation consultancy) have directly engaged with these parties.

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		A number of route alignment and pylon positioning changes have been made following consideration of feedback and in all but one case the assessment concludes that the airfields can continue to operate. In the remaining case of a private airstrip near Little Burstead we continue to liaise with the operator to identify an appropriate solution. Specifically in respect of Wattisham Flying Station our proposals position the alignment onto relatively lower ground (to remove the potential for interference with Instrument Landing System (ILS) radar) and adopt an alignment closer to the existing 132 kV overhead line and include replacing part of the 132 kV line south of Offton by underground cable to avoid a new overhead line corridor being introduced. We will continue to engage with relevant parties as appropriate throughout the project development process.
Heritage		
4.14.107	Concern about archaeological impacts (including impacts on sites of significance).	Through routeing and siting National Grid has sought and will continue to reduce as far as practicable potential impacts on the historic environment. We will be writing up our Historic Environment Assessment which will form part of the Environmental Impact Assessment (EIA) and will identify likely significant effects on archaeological sites. To inform this assessment, we are undertaking desk-based assessment and a suite of archaeological surveys to understand the baseline historic environment and refine the Project design further. We will continue to engage with Historic England and relevant Local Planning Authorities (LPAs) on aspects relating to heritage, including appropriate mitigation measures and techniques and to take their views into account as the Project continues to develop.
4.14.108	Concern about the negative impact on heritage buildings / listed buildings / historical site and suggest that the Project is routed away from or not located at heritage buildings / listed buildings / historical sites.	Through routeing and siting National Grid has sought to and will continue to reduce as far as practicable potential impacts on the historic environment, including listed buildings and known heritage assets. If potential impacts on the historic environment are identified, we will explore a range of mitigation measures such as careful siting of pylons and screening (both new and existing) to reduce potential impacts where practicable. This will be presented within the Historic Environment Assessment which will be written up and will form part of the Environmental Impact Assessment (EIA) for the Project. We will continue to engage with Historic England and relevant Local Planning Authorities (LPAs) on aspects relating to heritage, including appropriate mitigation measures and techniques and will take their views into account as the Project continues to develop.
Information		
4.14.109	Concern that pylons TB083, TB084, and TB085 will impinge on the potential extraction of sand and gravel.	National Grid has made a change to straighten the alignment through the proposed mineral area to respond to other feedback on the potential residential amenity and heritage effects of the 2023 preferred draft alignment, as well as reflecting the planning status of the site. At the same time, we have repositioned some pylons, to facilitate future modifications, to minimise the potential for sterilization of mineral resources, should the planning status of the mineral site change. We, via our lands team, has and will continue to liaise with relevant stakeholders in this area.
4.14.110	Concern that routeing the Project through Scripps Farm, Cut Hedge Lane, Coggeshall Road, Kelvedon, (Essex) will	National Grid has made a change to straighten the 2023 preferred draft alignment through the proposed mineral area to respond to other feedback and reflecting the planning status of the site. At the same time, we have repositioned some pylons, to facilitate future modifications, to minimise the potential for sterilisation of mineral resources, should

Ref no.	Summary of matters raised	National Grid's response
	affect the sand and gravel interest which is reserved to Gent Fairhead and Co Ltd and Blackwater Aggregates – meeting with National Grid requested to discuss this.	the planning status of the mineral site change. We, via our lands team, has and will continue to liaise with relevant stakeholders in this area.
4.14.111	The pylon design will have specific ground support engineering requirements – the proximity of the surface sand and gravel excavation will be dependent on those support engineering requirements. There is a need to maximise the amount of sand and gravel that can be safely removed.	A design solution for the crossing of the mineral extraction area with reduced effects on resource recovery will be developed whilst considering both engineering and environmental challenges. This will need to consider the requirements of both the construction and operational phases of the Project and will be presented at our 2024 statutory consultation.
Mitigation		
4.14.112	Suggest mitigation measures (e.g. through planting and screening measures / replanting / rewilding / habitats replacement).	Through the routeing and siting exercise, National Grid has sought to, and will continue to seek to maximise the use of existing landform and vegetation to screen and filter views of the Project as far as practicable as it passes through the wider landscape. Where new infrastructure is required as part of the Project and the Environmental Impact Assessment (EIA) concludes that additional mitigation would be appropriate, measures to reduce effects can include the use of underground cables in the areas of highest amenity value (e.g. the Dedham Vale Area of Outstanding Natural Beauty (AONB)), sympathetic siting of infrastructure including substations, Cable Sealing End (CSE) compounds and pylons, and where necessary a range of mitigation planting for the purpose of softening and screening. The Environment Act 2021 introduces a mandatory requirement for 10% Biodiversity Net Gain (BNG) for new Development Consent Order (DCO) developments (which is not yet in force). We have committed to deliver Net Gain of at least 10% or greater in environmental value (including BNG) on all construction projects. The Net Gain target for the Project is currently voluntary and aligned with our corporate sustainability commitment. As well as seeking to avoid and minimise impacts to nature, the Project will consider the land required for mitigation, compensation and enhancement that can deliver BNG and wider environmental benefits, which will be identified as the Project design develops. This may require delivery of offsite Biodiversity Units via habitat creation or enhancement actions in strategic areas, and we will consider all options that are available to us.

Ref no.	Summary of matters raised	National Grid's response
Public Rights of Way (PRoW)		
4.14.113	Concern about the negative impact on Public Rights of Way (PRoW).	Through routeing and siting, National Grid has sought to and will continue to reduce, as far as practicable, impacts and disruption to Public Rights of Way (PRoW). The iterative process of route design has identified the existing PRoW network and their wider connectivity and sought where practicable to reduce and where possible remove impacts to PRoW. If mitigation is required, measures may include the temporary closure of PRoW during the construction phase, and where practicable a diversion to allow for the continued use and movement of the wider PRoW network. Effects on PRoW will be mitigated where possible, maintaining access where practicable, with closures as a last resort. We will continue to engage with relevant stakeholders on the PRoW network to enable feedback and input to be considered as the Project develops. A PRoW Management Strategy will be prepared as part of the Outline Code of Construction Practice (CoCP) and submitted with the Development Consent Order (DCO) application.
Requests		
4.14.114	Request for confirmation that cricket bat willow can continue to be grown in the area around underground cables at farming business.	National Grid notes the respondent's feedback, following further assessment of the Project in this area, we have concluded that an option to move the alignment further north with the Cable Sealing End (CSE) compounds located closer together within the same field was preferable. This would reduce the amount of underground cable required for the crossing of the existing 400 kV overhead line and would therefore avoid the impacts on the cricket bat willow trees.
4.14.115	Request for more information on construction compounds in this section (their size and proposed location).	This information is currently being developed and will be presented as part of our statutory consultation in 2024.
4.14.116	Request for more information on how the overhead line will affect development plans for the A12 corridor.	National Grid has not identified any development plan allocations or planning applications in the A12 corridor that will be limited by the Project. We are aware of potential interactions with potential development sites but cannot take account of these when they have no planning status. We continue to monitor change in plans and applications and will respond as appropriate. More generally, the potential for cumulative effects to arise in combination with other projects is recognised. National Grid is liaising with planning authorities to establish the potentially cumulative projects to be considered as part of the Environmental Impact Assessment (EIA) we are undertaking to assess the potential impact of the Project, and this will identify any need for additional mitigation.
4.14.117	Suggest that Cole Hill/Boreham Road, Goodmans Lane and Paulk Hall Lane are not used for construction access for the Project.	Construction access, egress and associated traffic routes are being considered and discussed with the appropriate local and national highways authorities. The detailed proposals will be consulted on during the 2024 statutory consultation.

Ref no.	Summary of matters raised	National Grid's response
Tourism		
4.14.118	Concern about the impact of the Project on tourism.	National Grid has a duty under the Electricity Act 1989 to have regard to the desirability of (amongst other things) preserving natural beauty, and to do what it reasonably can to mitigate the associated effects of new infrastructure. Through routeing and siting we have sought to avoid, as far as practicable, locations important for leisure and tourism. This includes taking forward a preferred draft route alignment which included changes to reduce effects on sites important for tourism such as Bressingham Steam Museum and Gardens. We will continue to consider these locations as we develop our proposals and seek to reduce effects, by implementing measures such as, the use of underground cables in the areas of highest amenity value (Dedham Vale Area of Outstanding Natural Beauty (AONB)), and appropriately control construction related traffic movements during the construction phase to minimise disruption to local road users. Potential impacts on leisure and tourism will be presented within a Socio-economics, Recreation and Tourism assessment which is being written up and will form part of the Environmental Impact Assessment (EIA). As part of this assessment, a range of measures are being considered throughout the construction phase of the Project to minimise disruption on leisure and tourism. These include traffic management, signage and routeing measures. These will be identified within the Environmental Statement (ES), the Outline Code of Construction Practice (CoCP) and the Outline Construction Traffic Management Plan (CTMP).
Visual Impact		
4.14.119	Concern about the cumulative effect of the Project alongside existing overhead lines.	National Grid will, as part of the Environmental Impact assessment (EIA) for the Project, undertake a cumulative effects assessment in accordance with the Planning Inspectorate's Advice Note Seventeen 'Cumulative Effects Assessment'. Projects of this nature are required to assess the potential environmental impacts of the proposals, and report on those, and set out proposed mitigation, in an Environmental Statement (ES) in accordance with the relevant EIA Regulations. The EIA starts early in the process and, in that respect, a considerable amount of assessment work has been undertaken to allow preliminary judgements to be made about the design and routeing of the Project. This has been set out in various publications (The Corridor and Preliminary Routeing and Siting Study (CPRSS), published as part of the 2022 non-statutory consultation, the Design Development Report, 2022 Non-Statutory Consultation Feedback Report and Strategic Options Backcheck and Review, published as part of the 2023 non-statutory consultation) with feedback helping shape the preliminary proposals. Further detailed assessment work has been undertaken since the 2023 non-statutory consultation and is published in the Preliminary Environmental Information Report (PEIR) to accompany the statutory consultation stage of the Project. National Grid will be writing up its Landscape and Visual Impact Assessment (LVIA) that will, in addition to other topic specific assessments, form the latter part of the EIA for the Project. This will include a write-up of an assessment on both landscape character and visual amenity. Where likely significant effects are anticipated the LVIA will consider and identify areas where it may be necessary and appropriate to put forward potential mitigation as part of an iterative design and assessment process. For the LVIA, information will be gathered on the existing applicable environment / receptors and presented as the baseline. Any existing infrastructure (such as existing transmission lines and associated wirescapes) will form part of

Ref no.	Summary of matters raised	National Grid's response
		the baseline environment for the Project to be assessed against, to identify if significant landscape and / or visual effects are likely to arise. In the event significant effects are predicted, where possible, mitigation measures will be proposed to reduce the effect as far as practicable. The findings and conclusions of the LVIA and other topics assessments will then be considered within the cumulative impact assessment for the Project. Our 2024 statutory consultation will publish details of the Project including proposals to replace certain sections of 132 kV overhead line connection with underground cable. We will continue to liaise with UK Power Networks (UKPN) on other opportunities where the Project may facilitate opportunities for 132 kV network rationalisation.
4.14.120	Concern that the Project will be unsightly / visually intrusive (e.g. overhead lines, Cable Sealing End (CSE) compounds and substations).	The relevant National Policy Statement (NPS) is EN-5 which makes it clear that the Government considers overhead lines to be appropriate and acceptable in most instances, although it recognises that that there may be, at particularly sensitive locations, potential adverse landscape and visual impacts of an overhead line that make it inconsistent with our duties and relevant planning policy. In such cases the use of 400 kV underground cable would be adopted between carefully sited Cable Sealing End (CSE) compounds noting that such structures themselves may give rise to visual effects. The proposed East Anglia Connection Node (EACN) substation siting has also considered the potential for landscape and visual effects and whether particular sites provide greater screening or potential for screening to reduce effects. Projects of this nature are required to assess the potential environmental impacts of the proposals, and report on those, and set out proposed mitigation, in an Environmental Statement (ES) in accordance with the relevant Environmental Impact Assessment (EIA) Regulations. The EIA starts early in the process and, in that respect, a considerable amount of assessment work has been undertaken to allow preliminary judgements to be made about the design and routeing of the Project. This has been set out in various publications (The Corridor and Preliminary Routeing and Siting Study (CPRSS), published as part of the 2022 non-statutory consultation, the Design Development Report, 2022 Non-Statutory Consultation Feedback Report and Strategic Options Backcheck and Review, published as part of the 2023 non-statutory consultation) with feedback helping shape the preliminary proposals. Further detailed assessment work has been undertaken since the 2023 non-statutory consultation and is published in the Preliminary Environmental Information Report (PEIR) to accompany the statutory consultation stage of the Project. National Grid will be writing up its Landscape and Visual Impact Assessment (LVIA) that will, in addition to other topic specific assessments, form the latter part of the EIA for the Project. This will include a write-up of an assessment on both landscape character and visual amenity. Where likely significant effects are anticipated the LVIA will consider and identify areas where it may be necessary and appropriate to put forward potential mitigation such as screen planting and softening as part of an iterative design and assessment process.
4.14.121	Concern that the Project will cause a negative impact on landscape / views.	The relevant National Policy Statement (NPS) is EN-5 which makes it clear that the Government considers overhead lines to be appropriate and acceptable in most instances, although it recognises that that there may be, at particularly sensitive locations, potential adverse landscape and visual impacts of an overhead line that make it inconsistent with our duties and relevant planning policy. National Grid through the routeing and siting exercise has sought to reduce the impact on landscape character and visual amenity. We will continue to consider both landscape character and amenity value as we develop our proposals and seek to reduce effects.

Ref no.	Summary of matters raised	National Grid's response
		Measures to reduce such effects have included the use of underground cables in the areas of highest amenity value such as the Dedham Vale Area of Outstanding Natural Beauty (AONB) and its setting and careful consideration of siting of infrastructure and pylons. Projects of this nature are required to assess the potential environmental impacts of the proposals, and report on those, and set out proposed mitigation, in an Environmental Statement (ES) in accordance with the relevant Environmental Impact Assessment (EIA) Regulations. The EIA starts early in the process and, in that respect, a considerable amount of assessment work has been undertaken to allow preliminary judgements to be made about the design and routeing of the Project. This has been set out in various publications (The Corridor and Preliminary Routeing and Siting Study (CPRSS), published as part of the 2022 non-statutory consultation, the Design Development Report, 2022 Non-Statutory Consultation Feedback Report and Strategic Options Backcheck and Review, published as part of the 2023 non-statutory consultation) with feedback helping shape the preliminary proposals. Further detailed assessment work has been undertaken since the 2023 non-statutory consultation and is published in the Preliminary Environmental Information Report (PEIR) to accompany the statutory consultation stage of the Project. National Grid will be writing up its Landscape and Visual Impact Assessment (LVIA) that will, in addition to other topic specific assessments, form the latter part of the EIA for the Project. This will include a write-up of an assessment on both landscape character and visual amenity. Where likely significant effects are anticipated the LVIA will consider and identify areas where it may be necessary and appropriate to put forward potential mitigation such as screen planting and softening as part of an iterative design and assessment process.
Wildlife / Ecology Impact		
4.14.122	Concern about the impact of the Project (including overhead lines) on birds.	Birds are being assessed in the biodiversity assessment which will form part of the Environmental Impact Assessment (EIA) following extensive desk study and field work. A bespoke survey scope specifically to assess collision risk with overhead lines has been agreed with Natural England targeting wintering / passage birds. Surveys commenced in September 2022 with the assessment to be included within the EIA. Should adverse impact be identified, they will be minimised as far as possible, where practicable. It is anticipated that a range of habitats within the land required for the construction of the Project would provide suitable habitat to support breeding birds and particularly those associated with farmland habitat. A survey scope for breeding birds is currently being discussed with Natural England ahead of the 2024 breeding season to identify key areas and potential impact pathways. Any trees to be impacted will also be surveyed to determine their suitability to support barn owl. Following the completion of survey work, the subsequent assessment will be included within the EIA. The Biodiversity Net Gain (BNG) strategy will take into account protected/notable species such as those species mentioned. It is noted that birds are a mobile species, and it is likely that active nests may be encountered during the construction phase. Precautionary working methods for breeding birds will be included within the Outline Code of Construction Practice (CoCP) that will accompany the Development Consent Order (DCO) application.
4.14.123	Concern about the impact of overhead lines on birds flying.	Birds are being assessed in the biodiversity assessment which will form part of the Environmental Impact Assessment (EIA). A bespoke survey scope specifically to assess collision risk with overhead lines has been agreed with Natural England targeting wintering / passage birds. Surveys commenced in September 2022 with the

Ref no.	Summary of matters raised	National Grid's response
		assessment to be included within the EIA. Should adverse impact be identified, they will be minimised as far as possible, where practicable.
4.14.124	Concern about the impact of the Project on breeding buzzards and pair of swans at this location (between TB078 and TB079, near River Blackwater).	Birds, including buzzards and swans, are being considered through a robust desk study and field work to inform impact assessment as part of the Environmental Impact Assessment (EIA). Mitigation measures will take into account the mobile nature of birds to ensure legal compliance and also aim to maximise opportunities as part of the Biodiversity Net Gain (BNG) strategy through habitat enhancement and creation. Methodology has been discussed and agreed with Natural England and the assessment will be presented in the Environmental Statement (ES) or Habitats Regulations Assessment (HRA) depending on potential impact pathways
4.14.125	Concern about the impact of the Project on insect corridor near Kelvedon.	Impacts on terrestrial and aquatic invertebrates is being assessed in the biodiversity assessment as part of the Environmental Impact Assessment (EIA) and have been identified as important ecological features. Detailed terrestrial and aquatic invertebrate surveys will be undertaken over the 2024 season to identify key locations for invertebrates. Habitat found to support a wide range of invertebrates will be avoided where practicable within detailed routeing and where impact is unavoidable appropriate mitigation will be implemented.
4.14.126	Concern that birds of prey will be impacted by the Project (e.g. overhead line frequencies / disturbance).	Birds of prey are being considered through desk study and survey work, with a subsequent assessment to be included within the Environmental Impact Assessment (EIA). Bespoke surveys to identify trees with the potential to support barn owl will be undertaken in 2023/2024 in combination with a suite of breeding, wintering and passage bird surveys. All bird survey scopes either have been agreed or are currently in discussion with Natural England. The Biodiversity Net Gain (BNG) strategy will take into account protected/notable species of birds of prey providing additional habitat for prey species to increase food resource. It is also well documented that certain species, notably Peregrine, Hobby, Kestrel and Tawny Owl utilise pylons as artificial nesting opportunities.
4.14.127	Concern that the Project will have a negative impact on bees / Bees will be unable to navigate under high voltage overhead lines.	Bees can be affected if the hive is under (or very close to) a power line and the hive becomes charged. This can be eliminated by screening or earthing the hive. Other than that effect, there does not seem to be evidence of Electric and Magnetic Fields (EMFs) or overhead lines adversely affecting bees. In the United States of America, the strip of land along power lines, have been shown to be particularly attractive to bees. Additionally, National Grid has worked with the British Beekeeping Association to establish hives around our sites, including high voltage substations, which have thrived. Embedded design measures will avoid any potential effects.
4.14.128	Concern that the Project will result in a negative impact on flora / plants / woodlands / hedgerows.	Through routeing and siting National Grid has sought to and will continue to reduce as far as practicable potential impacts on biodiversity including priority grassland, wetland, woodland, and hedgerow habitats. The process of route design takes account of existing biodiversity, the natural environment and, where practicable, seeks to reduce potential impacts on areas of ecological sensitivity, through avoidance or mitigation. The Environmental Impact Assessment (EIA) for the Project will assess the effects on important ecological receptors (which includes grasslands, wetlands, woodlands and hedgerows).

Ref no.	Summary of matters raised	National Grid's response
		As part of the EIA process for the Project, a suite of ecological surveys has been and will continue to be undertaken. The findings of which will inform the design and approach to mitigation. We will continue to engage with Natural England and Local Planning Authorities (LPAs) on aspects relating to biodiversity and the natural environment, including appropriate mitigation measures and techniques, and to take their views into account as the Project continues to develop. The Environment Act 2021 introduces a mandatory requirement for 10% Biodiversity Net Gain (BNG) for new Development Consent Order (DCO) developments (which is not yet in force). We have committed to deliver Net Gain of at least 10% or greater in environmental value (including BNG) on all construction projects. The Net Gain target for the Project is currently voluntary and aligned with our corporate sustainability commitment. As well as seeking to avoid and minimise impacts to nature, the Project will consider the land required for mitigation, compensation and enhancement that can deliver BNG and wider environmental benefits, which will be identified as the Project design develops. This may require delivery of offsite Biodiversity Units via habitat creation or enhancement actions in strategic areas, and we will consider all options that are available to us.
4.14.129	Concern that the Project will result in a negative impact on protected species (also use specific code if species is provided).	Through routeing and siting National Grid has sought and will continue to reduce as far as practicable potential impacts on biodiversity including protected species. The process of routeing takes account of existing biodiversity, the natural environment and, where practicable, seeks to reduce potential impacts on areas of ecological sensitivity including protected species and their associated habitats, through avoidance or mitigation. A comprehensive survey effort for a range of protected species is currently underway with surveys proposed to continue throughout 2024. The Environmental Impact Assessment (EIA) for the Project will assess the effects on protected species based on this baseline information and where/if required appropriate mitigation measures will be detailed. We will continue to engage with Natural England and Local Planning Authorities (LPAs) on aspects relating to biodiversity and the natural environment, including appropriate mitigation measures and techniques for protected species and to take their views into account as the Project continues to develop. Where/if necessary, we will seek to obtain letters of no impediment from Natural England by producing draft protected licences in advance of Development Consent Order (DCO) examination, which will ensure legal compliance and best practice guidance are adhered to and ensure that Natural England agree with our mitigation approach.
4.14.130	Concern that the Project will result in a negative impact on river ecology.	Through routeing and siting National Grid has sought and will continue to reduce as far as practicable potential impacts on biodiversity including river ecology. The process of routeing takes account of existing biodiversity, the natural environment and, where practicable, seeks to reduce potential impacts on areas of ecological sensitivity such as river corridor habitats and any associated protected species, through avoidance or mitigation. As part of the Environmental Impact Assessment (EIA) process for the Project, a suite of ecological surveys has been and will continue to be undertaken throughout 2024 including along river corridors. The EIA for the Project will assess the effects on biodiversity and where required appropriate mitigation measures. We will continue to engage with Natural England, the Environment Agency and Local Planning Authorities (LPAs) on aspects relating to river ecology, including appropriate mitigation measures and techniques and to take their views into account as the Project continues to develop. The Environment Act 2021 introduces a mandatory requirement for 10% Biodiversity Net Gain (BNG) for new Development Consent Order (DCO) developments (which is not yet in force). We have committed to deliver Net Gain

Ref no.	Summary of matters raised	National Grid's response
		of at least 10% or greater in environmental value (including BNG) on all construction projects including for river ecology. The Net Gain target for the Project is currently voluntary and aligned with our corporate sustainability commitment. As well as seeking to avoid and minimise our impacts to nature, the Project will consider the land required for watercourse mitigation, compensation and enhancement that can deliver BNG and wider environmental benefits, which will be identified as the Project design develops. This may require delivery of offsite Biodiversity Units via habitat creation or enhancement actions in strategic areas, and we will consider all options that are available to us.
4.14.131	Concern that the Project will result in a negative impact on wildlife / habitats.	Through routeing and siting, National Grid has sought and will continue to reduce as far as practicable potential impacts on biodiversity. The process of route design takes account of existing biodiversity, the natural environment and, where practicable, seeks to reduce potential impacts on areas of ecological sensitivity, through avoidance or mitigation. The Environmental Impact Assessment (EIA) for the Project will assess the impact and subsequent effects on biodiversity and if necessary, the mitigation requirements, such as habitat creation. We will continue to engage with Natural England on aspects relating to biodiversity and the natural environment, including appropriate mitigation measures and techniques, to take their views into account as the Project continues to develop. The Environment Act 2021 introduces a mandatory requirement for 10% Biodiversity Net Gain (BNG) for new Development Consent Order (DCO) developments (which is not yet in force). National Grid has committed to deliver Net Gain of at least 10% or greater in environmental value (including BNG) on all construction projects. The Net Gain target for the Project is currently voluntary and aligned with our corporate sustainability commitment. As well as seeking to avoid and minimise our impacts to nature, the Project will consider the land required for mitigation, compensation and enhancement that can deliver BNG and wider environmental benefits, which will be identified as the Project design develops. This may require delivery of offsite Biodiversity Units via habitat creation or enhancement actions in strategic areas, and we will consider all options that are available to us.

Section F: Chelmsford Feedback

Figure 4.22- Chelmsford section map

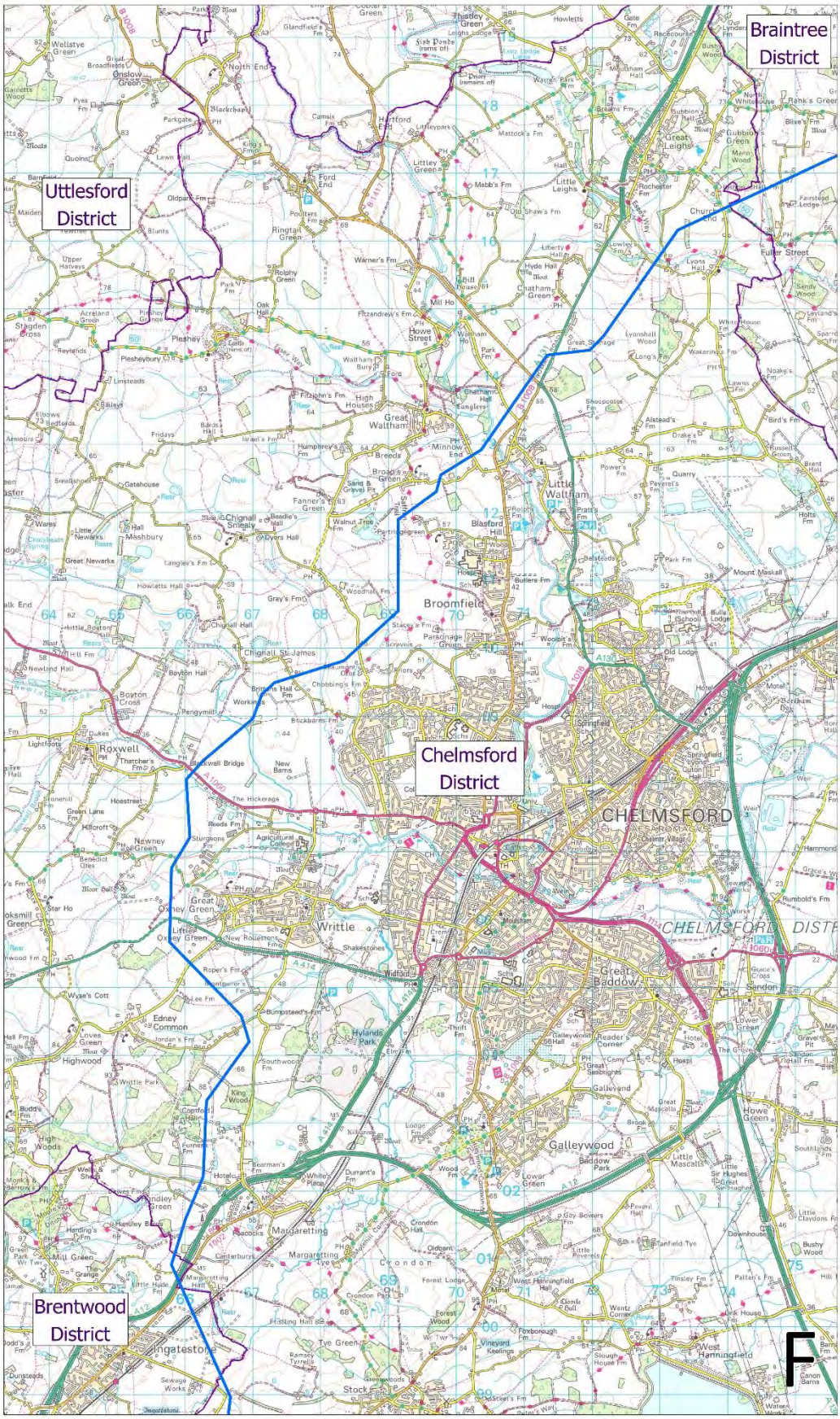


Table 4.15- Summary of consultee comments on **Section F: Chelmsford** and National Grid's response

Ref no.	Summary of matters raised	National Grid's response
Agricultural Land		
4.15.1	Concern about the impact of concrete haul roads on farming (e.g., concern over the loss of farming/ grazing land due to setting of concrete haul roads (for up to 3 years) around pylon sites / Concern on the long term impacts of concrete haul roads on soil structure and drainage in farming fields (fields that are tile drained)).	National Grid is currently in the process of determining where haul roads and work areas will be required, including determining the methodology on how these will be installed, materials used and the duration they will remain in place. There may be temporary impacts on agricultural drainage systems, and this will need to be mitigated through installing temporary drainage systems and reinstatement of existing drainage on the completion of the works. Soil management will be in place when striping and storing soil to ensure that reinstatement can be successful and restore the land to its original condition.
4.15.2	Concern that the Project will affect the use of portable electric fencing (a Rappa System) used on the land at White Tyrells (the electromagnetic field generated would result in the fence being always live even when disconnected from the battery). To mitigate, this would require a permanent stock fence on all the main field boundaries as part of the works.	The management and control of microshocks in the UK is set out in a Code of Practice produced by Government. This Code of Practice: *'...recognises that control of microshocks is not based on a simple quantitative limit. Rather, there is a suite of measures that may be called upon in particular situations.'* The Code of Practice provides a complete system for the control of microshocks, specifying what action is required to be taken, by whom, and under what circumstances. The Project has been designed in accordance with this Code of Practice which is incorporated in the National Grid policies and guidance. At the point that any overhead line is operational, any residual microshocks that were reported would fall under the provisions of this Code of Practice and National Grid would mitigate in line with this guidance. This includes any impacts to agricultural electric fencing.
4.15.3	Concern that the Project will interfere with farmers' Global Positioning System (GPS) guidance system (e.g. and render land unusable/ decrease land value).	In terms of the potential effects on agricultural equipment, Global Positioning System (GPS) is increasingly being used to provide accurate position information such as in precision farming. It uses a radio receiver to receive the transmitted radio signals in the frequency range 1.2 to 1.6 GHz from a number of satellites orbiting the earth. Additional accuracy is used in differential GPS (DGPS) which involves the use of signals transmitted from a local fixed transmitter (or another satellite). Close to a pylon, there may be some degradation in GPS performance, just as there can be some degradation close to buildings and trees. The individual wires of a power line are very thin, so they do not cause a problem. Any radio interference emitted by the line is too small to have any effect, as these emissions are limited by design. Other than that, there is no evidence of power lines interfering with GPS used in precision farming.

Ref no.	Summary of matters raised	National Grid's response
4.15.4	Concern that the Project will take away valuable agricultural land / disrupt farming operations.	National Grid is and will continue to work with all landowners including farmers who may be affected by the proposals to understand the impacts on their operations and to work with them as the Project is developed. We will seek to work with the farming community to limit disruption where practicable. This includes providing prior warning of works which may result in the need to move livestock. Compensation claims for disturbance are considered on a case-by-case basis, if negative impact on farming operations can be proven. Particular agricultural matters can also be addressed through voluntary land agreements.
4.15.5	Concerned that the Project will have a negative impact on agricultural livestock (e.g., farm animals grazing).	National Grid is and will continue to work with all landowners including farmers and equestrian facilities who may be affected by the proposals to understand the impacts on their operations and to work with them as the Project is developed. We will seek to work with the farming community to limit disruption where practicable. This includes providing prior warning of works which may result in the need to move livestock. Compensation claims for disturbance are considered on a case-by-case basis, if negative impact on farming operations can be proven. Particular agricultural matters can also be written into voluntary land agreements. There will also be mitigation put in place where animal grazing maybe affected. As well as possible effects on humans, possible effects of Electric and Magnetic Fields (EMFs) on various animals have been studied a number of times. No detectable effects of EMFs have been found on, for example, health, milk production, fertility, and behaviour. This is confirmed in National Policy Statement (NPS) EN-5 which states: *'There is little evidence that exposure of crops, farm animals or natural ecosystems to transmission line EMFs has any agriculturally significant consequences.'*
Airfields		
4.15.6	Concern about the impact of the Project on Broomfield Hospital (helipad) / Suggestion that the Project is routed away from Broomfield Hospital (helipad).	National Grid has appointed an independent aviation consultancy which has engaged with (with National Grid also present) Broomfield Hospital with regards to their helipad. Following discussion and further assessment it has been determined, with the Project as currently proposed, that the helipad can continue to operate. We will continue to engage with nearby airfields as appropriate throughout the project development process.
Community / Social Impact		
4.15.7	Concern about disruption generally (no details given).	National Grid is completing the Environmental Impact Assessment (EIA) for the Project. The results of this assessment will be provided in the Environmental Statement (ES) that will accompany the Development Consent Order (DCO) application. The ES will identify and assess the likely significant effects on the environment resulting from the construction of the Project and will recommend appropriate mitigation measures (in consultation with relevant stakeholders) to reduce potential effects. Should consent be granted in 2026, it is anticipated that access and construction of the Project would commence in 2027, starting with enabling workings including site clearance activities, the installation of construction compounds and access roads. It is expected the main construction works will continue through to 2031. While the phasing of the construction programme is yet to be confirmed, it will be programmed and sequenced to reduce disruption to the

Ref no.	Summary of matters raised	National Grid's response
		local surroundings and the environment, residents, businesses and roads users as far as practicable. Further information will be presented in the ES. An Outline Code of Construction Practice (CoCP) and an Outline Construction Traffic Management Plan (CTMP) will be prepared and submitted with the DCO application. These documents will provide commitments to reduce construction impacts together with a framework for detailed management plans to be prepared at detailed design stage in order to reduce and mitigate potential impacts and / or disruptions that may arise during the construction phase.
4.15.8	Concern about the impact of the Project on children / families / residents / communities.	National Grid recognises people may have concerns about the potential impacts of living close to an overhead line, and that the uncertainty whilst the proposals are developed may cause anxiety. We have sought to reduce potential effects on communities, residents – including children - through routeing and design. We have also sought to reduce concern or uncertainty about the proposals through making timely design decisions and engaging with people and stakeholders throughout the development of the Project. The Project team will continue to engage with people potentially affected during the development of the Project, through regular communication including letters, phone calls and meetings. This will enable concerns to be raised and discussed at an early opportunity and provide a regular point of contact to respond to queries and concerns. We urge anyone with concerns to get in touch through the Norwich to Tilbury Freephone number, address or email throughout the development of the Project: • **Call our Community Helpline:** 0800 915 2497 (Lines are open Monday to Friday 9am-5:30pm) • **Email us:** contact@n-t.nationalgrid.com • **Write to us**: FREEPOST N TO T (No stamp or further address details are required) National Grid wants to leave a lasting positive impact where we build our projects, to help those areas and communities thrive and to support a sustainable future. Our Responsible Business Charter sets out our commitments and ensures that responsibility is woven through everything we do. It focusses on five key areas where we believe we can really make a difference: the environment, our communities, our people, the economy, and our governance. In addition, the Government recently ran a consultation seeking views on how community benefits should be delivered for communities that host onshore electricity transmission infrastructure. We will continue to work with the Government and regulator as they define the details of these schemes emerging from the consultation and, once published, will work to understand what this means for our projects.
4.15.9	Concern about the impact of the Project on leisure.	National Grid has a duty under the Electricity Act 1989 to have regard to the desirability of (amongst other things) preserving natural beauty, and to do what it reasonably can to mitigate the associated effects of new infrastructure. Through routeing and siting we have sought to avoid, as far as practicable, locations important for leisure and tourism. We will continue to consider these locations as we develop our proposals and seek to reduce effects, by implementing measures such as the use of underground cables in the areas of highest amenity value (Dedham Vale Area of Outstanding Natural Beauty (AONB)), and appropriately control construction related traffic movements during the construction phase to minimise disruption to local road users.

Ref no.	Summary of matters raised	National Grid's response
		Where impacts on leisure and tourism are identified, these will be presented within a Socio-economics, Recreation and Tourism assessment which is being written up and will form part of the Environmental Impact Assessment (EIA). As part of this assessment, a range of measures are being considered throughout the construction phase of the Project to minimise disruption on leisure and tourism. These include traffic management, signage and routeing measures. These will be identified within the Environmental Statement (ES), the Outline Code of Construction Practice (CoCP) and the Outline Construction Traffic Management Plan (CTMP).
4.15.10	Concern about the over development of the area (e.g., cumulative impact).	With regards to multiple developments impacting specific areas and / or receptors, planning applications for each development would be considered on their own merit by the relevant determining authorities. Any such application would be considered in accordance with planning policy and considerations, such as scale, suitability, and need. Where there is certainty of a development (such as a new residential development, an offshore wind farm and its associated onshore equipment etc) being constructed, and there is adequate information in the public domain to understand the impacts of that development on the receiving environment, these will be considered within the cumulative effects assessment of the Project. The cumulative effects assessment will follow the Planning Inspectorate's Advice Note 17 'Cumulative Effects Assessment' and will be presented in the Environmental Statement (ES). National Grid will continue to engage with other developers who are proposing development in proximity of the Project to understand their requirements.
4.15.11	Concern about the impact of the Project on Writtle Agricultural College (part of Anglia Ruskin University) due to the Project's proximity to the campus and animals.	The 2023 preferred draft alignment was carefully considered and, in this location, an oversail of the north-eastern corner of the college grounds was preferred over more western alternatives (for example an alignment directly north from TB164). The alternatives would have increased effects on residential amenity and led to more woodland loss. We have reviewed this alignment and consider the decision making to remain appropriate and therefore no change is currently proposed but we will continue to make changes to the 2024 preferred draft alignment where practicable as we receive further feedback and as the Project develops.
4.15.12	Concern about the Project being in too close proximity to recently built housing developments / land being considered for potential future development.	National Grid has obtained information on development proposals within the planning system. In some cases development proposals can be amended to be designed around our proposed infrastructure but in other cases our proposals may need to be amended at a corridor level or proposed developments factored into our detailed route design. Based on known information, and in light of changes made following consideration of feedback to the 2023 non-statutory consultation, we consider our proposals are consistent with relevant policy and guidelines and the alignment designed such that they do not prevent proposed housing developments. UK law does not prescribe minimum distances between overhead lines and homes, but any implications on landscape and visual receptors, residential amenity or from concerns about electromagnetic fields are robustly assessed as part of the Environmental Impact Assessment (EIA) and balanced as part of the decision making process. We will continue to review planning applications and engage with developers to back check and update our proposals as necessary.
4.15.13	Concern about the Project causing communities to become encircled by overhead lines.	The 2024 preferred draft alignment has been routed to achieve some separation from the existing 400 kV overhead line, such that villages are not encircled by overhead lines to both sides. Separation is inevitably reduced in certain locations due to the presence of constraints to routeing and environmental features. Detailed assessment reported in the Environmental Impact Assessment (EIA) will identify any measures considered to be necessary to reduce likely

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		significant effects which will also consider the potential for effects potentially arising from close paralleling existing 132 kV overhead line and new 400 kV overhead line infrastructure.
4.15.14	Concern regarding loss of access via landowners green gate particularly during construction.	Access in some locations may be restricted or obstructed during the construction phase of the Project but through engagement with the effected landowner we will look to provide mitigation where practicable in the form of a temporary alternative access or compensation where applicable.
4.15.15	Concern that the new route will limit low-level aircraft flyover events (e.g., Red Arrows).	National Grid has appointed an independent aviation consultancy which has engaged with airfields (with National Grid also present) in proximity of the proposed development. Following this engagement and further assessment, it has been determined, with the Project as currently proposed, that the airfields can continue to operate. Such flying activities currently cross the existing overhead line infrastructure across the Project Study Area and therefore the proposed overhead line does not impose an unacceptable safety risk to such activities. We will continue to engage with nearby airfields as appropriate throughout the project development process.
4.15.16	Concern that the new route will interfere with Ministry of Defence (MOD) and Royal Air Force (RAF) activity in the area (implications for national security).	National Grid has appointed an independent aviation consultancy which has engaged with (with National Grid also present) airfields in proximity of the proposed development. Following this engagement and further assessment, it has been determined, with the Project as currently proposed, that the airfields can continue to operate. Such flying activities currently cross the existing overhead line infrastructure across the Project Study Area and therefore the proposed overhead line does not impose an unacceptable safety risk to such activities. We will continue to engage with nearby airfields as appropriate throughout the project development process.
4.15.17	Concern that the Project is routed over carp fishery at pylons TB76 and TB77 (e.g., due to risk associated with carbon fishing rods).	National Grid has reviewed the 2023 preferred draft alignment in this area and is proposing a change between TB75 and TB77 to reduce oversailing the carp fishery. We will continue to make changes to the 2024 preferred draft alignment where practicable as we receive further feedback and as the Project develops.
4.15.18	Concern that the Project will impact the radio transmissions at Baker's Wood (BBC transmitter).	Radiofrequency emissions can interfere with electrical equipment, telecommunication, WiFi and broadcast equipment. These emissions are limited from overhead lines by design set out in National Grid's Technical Specifications, which include the requirements of British standards BS 5049-3:1994 Radio Interference Characteristics Of Overhead Power Lines And High-Voltage Equipment. Code Of Practice For Minimizing The Generation Of Radio Noise and BS EN 60437:1998 Radio interference test on high-voltage insulators minimising the generation of radio interference. All the equipment used will meet the requirements in these standards, which are in place to prevent interference issues. These are the same good engineering practices that are applied to the existing transmission system assets, including existing 400 kV overhead lines, which cause no interference issues for electrical equipment, telecommunication, WiFi and broadcast equipment under normal operating conditions. Therefore, we also expect no interference issues as a result of the Project.
4.15.19	Concerned that the Project will have a negative impact on	As well as possible effects on humans, possible effects of Electric and Magnetic Fields (EMFs) on various animals have been studied a number of times. No proven effects of EMFs have been found in any species at levels below the

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	domestic horses / equestrian activities.	guidelines. This is confirmed in National Policy Statement (NPS) EN-5 which states: '*There is little evidence that exposure of crops, farm animals or natural ecosystems to transmission line EMFs has any agriculturally significant consequences.'.* Although horses are not directly mentioned, there is no evidence to suggest they are any different to farm animals. As well as the possible direct biological or health effects addressed above, indirect effects such as microshocks can occur as a result of electric fields. Microshocks are small spark discharges which are similar to a static shock after walking across a nylon carpet for example. The Project will be designed in accordance with the principles of the Government's Code of Practice *'Power Lines: Control of Microshocks and other indirect effects of public exposure to electric fields'* to ensure these are mitigated, with particular focus on equestrian activities.
4.15.20	Criticism that the Project (once built) will interfere with landowners' solar panels on access gate, resulting in more money needing to be spent to maintain it as a working operational gate.	Radiofrequency emissions are limited from overhead lines by design as set out in National Grid's Technical Specifications, which include the requirements of British standards BS 5049-3:1994 Radio Interference Characteristics Of Overhead Power Lines And High-Voltage Equipment. Code Of Practice For Minimizing The Generation Of Radio Noise and BS EN 60437:1998 Radio interference test on high-voltage insulators minimising the generation of radio interference. All the equipment used will meet the requirements in these standards, which are in place to prevent interference issues. These are the same good engineering practices that are applied to the existing transmission system assets, including existing 400 kV overhead lines, which cause no interference issues such as those of concern. Therefore, we expect no issues to the operation of solar panels or gates as a result of the Project.
Construction Impacts		
4.15.21	Concern about disruption from construction.	National Grid is undertaking an Environmental Impact Assessment (EIA) for the Project. The results of this assessment will be provided in the Environmental Statement (ES) that will accompany the Development Consent Order (DCO) application. The ES will identify and assess the likely significant effects on the environment resulting from the construction of the Project and will recommend appropriate mitigation measures (in consultation with relevant stakeholders) to reduce potential effects. Should consent be granted in 2026, it is anticipated that access and construction of the Project would commence in 2027, starting with enabling workings including site clearance activities, the installation of construction compounds and access roads. It is expected the main construction works will continue through to 2031. While the phasing of the construction programme is yet to be confirmed, it will be programmed and sequenced to reduce disruption to the local surroundings and the environment, residents, businesses and roads users as far as practicable. Further information will be presented in the ES. An Outline Code of Construction Practice (CoCP) and an Outline Construction Traffic Management Plan (CTMP) will be prepared and submitted with the DCO application. These documents will provide commitments to reduce construction impacts together with a framework for detailed management plans to be prepared at detailed design stage in order to reduce and mitigate potential impacts and / or disruptions that may arise during the construction phase.
4.15.22	Concern about the impact on traffic levels in local area caused by construction works	National Grid will work closely with the relevant authorities and their highways teams to understand and gain information on the local road network. This information will be used to inform and guide the drafting of the Outline Construction Traffic Management Plan (CTMP) for the Project. The Outline CTMP will define the local road network

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	(e.g., construction traffic travelling along local roads, road closures, etc).	to be used for construction traffic movements, highlight any restrictions to such movement and if required control working patterns and timings to ensure impacts to other road users from construction traffic related to the Project is minimised as far as practicable.
4.15.23	Concern about the noise and other disturbances resulting from construction (e.g., mud on roads, dust).	National Grid is undertaking an Environmental Impact Assessment (EIA) for the Project. The results of this assessment, which covers noise and other potential effects such as air quality, will be provided in the Environmental Statement (ES) that will accompany the Development Consent Order (DCO) application. The ES will identify and assess the likely significant effects on the environment resulting from the construction of the Project and will recommend appropriate mitigation measures (in consultation with relevant stakeholders) to reduce potential effects. We will be writing up our noise and vibration assessment that will form part of the EIA. Noise levels and the effect on residential properties as well as other sensitive areas, such as hospitals and schools are carefully considered during Project development, assessed according to the appropriate UK standards, and mitigated where necessary. We set strict technical standards for the equipment we install on our network. These standards include requirements to ensure the occurrence of audible noise is eliminated or minimised as far as practicable. Therefore, with appropriate mitigation, significant adverse effects from noise are not expected. As part of the DCO application, an Outline Code of Construction Practice (CoCP) and Outline Construction Traffic Management Plan (CTMP) will be submitted which will outline the good practice and standard control measures to reduce and mitigate potential impacts and / or disruptions that may arise during the construction phase. Many of the control measures will be based on the results from a Dust Risk Assessment (undertaken in accordance with Institute of Air Quality Management (IAQM) guidance) and will likely include wheel washing of vehicles and the correct and tidy management of works areas to reduce, as far as practicable, dust and mud entering the local road network in the form of 'track-out'.
4.15.24	Concern over the effects of the Project on the soil structure (special arable clay) in Badley (near Stowmarket) and Stoke by Nayland and Chignal.	As part of the ongoing Project development, more detailed ground investigation will be undertaken and fed into the development process. This information will be held and continue to be referenced throughout the lifecycle of the Project design. Any location specific parameters will be fed into the detailed design process and mitigated against as the design continues to evolve
4.15.25	Concern that the local road infrastructure is not suitable for heavy construction vehicles and machinery.	Construction access, egress and associated traffic routes are being considered and discussed with the appropriate local and national highways authorities. The detailed proposals will be consulted on during the 2024 statutory consultation.
Consultation		
4.15.26	Comment supportive of the Project (generally).	National Grid notes the respondent's feedback.

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4.15.27	Criticism that landowner can't get planning permission for solar panels, yet pylons as part of the Project are allowed.	Individual planning applications are judged in the context of their relevant planning policies. National Grid's projects are considered against National Policy Statements (NPS).
Design Change		
4.15.28	Suggestion that Project is routed away from / the Project should not be located at Broads Green.	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Broads Green. In the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the draft alignment. Guidelines on overhead line routeing are known as the *'Holford Rules'* which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Chapter 1 of this report.
4.15.29	Suggest the use of underground cables (for the 4 km section) through the Wid Valley (east of Ingatestone).	National Grid has carefully considered the feedback received during the 2023 non-statutory consultation, the alternatives available, and other factors including our duties and obligations. These duties include balancing the need to be economic, efficient, and keep costs down in the interests of the bill-paying consumers, balanced against a duty to have regard to preserving amenity, the natural environment, cultural heritage, landscape, and visual quality. National Policy Statement (NPS) EN-5 makes clear that *'the Government's position that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or Areas of Outstanding Natural Beauty)'.* The NPS also confirms that widespread and significant adverse landscape and/or visual impacts in other locations may also justify the use of undergrounding. We may also adopt underground cables in other circumstances such as to cross existing 400 kV overhead line infrastructure. No such designations or crossing locations have been identified in this section which is therefore proposed as an overhead line at this stage. We are undertaking an Environmental Impact Assessment (EIA) to assess the potential impact of the Project, and this will identify any need for additional mitigation.
4.15.30	Criticism of routeing the Project through Waltham Gap and National Grid's justification for this (e.g. National Grid refer to relevant Policy Framework without explaining or identifying which policies are referred to; the Project has been moved outside of the graduated swathe elsewhere, but not at this location), and oppose the use of lower height pylons in	National Grid has considered a more westerly alignment routed from the south of Great Leighs towards Pleshey and then southwards towards Chignal Smealey. Whilst noting some reduction in effects, with this alternative this is a longer route. With effects on the 2023 preferred draft alignment considered to be consistent with policy (National Policy Statement (NPS) EN-5) the western alternative was not progressed. Environmental and other studies have not identified any further information to alter this previous conclusion and no new evidence has been provided by the respondent. We therefore are not currently proposing a change to the 2023 preferred draft alignment in this location, however we will continue to make changes to the 2024 preferred draft alignment as we receive further feedback and as the Project develops. We are also undertaking an Environmental Impact Assessment (EIA) which will assess the impact of the Project and will identify the need for additional mitigation if required and consider the points noted regarding lower height lattice pylons.

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	this location (e.g. as it means there will be a greater number of pylons).	
4.15.31	Oppose re-routeing of the Project at section F currently planned to pass by Little Waltham (if the Project was to change - comment supportive proposed route), due to impact on historic buildings and landscape (e.g., Leez Priory).	National Grid notes the respondent's preference for the 2023 preferred draft alignment rather than an alternative to the north and west of Great Waltham. We continue to consider the 2023 draft alignment (subject to localised modification) to be the most appropriate route alignment.
4.15.32	Oppose the deviation and use of underground cables between TB168 and TB179 (due to impact on underground utilities).	National Grid is aware of the presence of various utilities and has taken appropriate account of them in developing the detailed alignment and infrastructure positions following consideration of feedback about the 2023 preferred draft alignment. We will engage with such utility providers throughout the project development process.
4.15.33	Oppose the use of underground cables.	National Grid has carefully considered the feedback received during the 2022 and 2023 non-statutory consultations, the alternatives available, and other factors including our duties and obligations. These duties include balancing the need to be economic and efficient, which includes keeping costs down in the interests of the bill-paying consumers, with a duty to have regard to preserving amenity, which includes the natural environment, cultural heritage, landscape and visual quality, National Policy Statement (NPS) EN-5 makes clear that *'the Government's position that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or Areas of Outstanding Natural Beauty (AONBs))'*. The NPS also confirms that widespread and significant adverse landscape and/or visual impacts in other locations may also justify the use of undergrounding. We may also adopt underground cables in other circumstances such as to cross existing 400 kV overhead line infrastructure. Where the installation of underground cables is required in lieu of overhead lines, the design of the Project will incorporate suitable consideration of the existing environment, ecology and site ground conditions based on site specific survey data. This would mean the Project will be built with any required design and construction mitigation in place and returned back to its natural condition afterwards.
4.15.34	Suggest a minimum distance that overhead lines should be sited from residential areas / residences.	National Grid does not use standard minimum distances as a routeing consideration. Applying an arbitrary distance may be too big or too small for the specific circumstances. We utilise the Holford Rules (a description of the Holford Rules can be found in Chapter 1 of this report) informed by feedback and professional judgement to define appropriate corridors and alignments that are consistent with the relevant policy framework and duties. In response to feedback to the 2023 non-statutory consultation, we have modified the draft alignment in various locations to

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		increase separation to properties where this is possible without undue deviation or transfer of effects to other similar properties. Projects of this nature are required to assess the potential environmental impacts of the proposals, and report on those, and set out proposed mitigation, in an Environmental Statement (ES) in accordance with the relevant Environmental Impact Assessment (EIA) Regulations. The EIA starts early in the process and, in that respect, a considerable amount of assessment work has been undertaken to allow preliminary judgements to be made about the design and routeing of the Project. This has been set out in various publications (The Corridor and Preliminary Routeing and Siting Study (CPRSS), published as part of the 2022 non-statutory consultation, the Design Development Report, 2022 Non-Statutory Consultation Feedback Report and Strategic Options Backcheck and Review, published as part of the 2023 non-statutory consultation) with feedback helping shape the preliminary proposals. Further detailed assessment work has been undertaken since the 2023 non-statutory consultation and is published in the Preliminary Environmental Information Report (PEIR) to accompany the statutory consultation stage of the Project. National Grid will be writing up its Landscape and Visual Impact Assessment (LVIA) that will, in addition to other topic specific assessments, form the latter part of the EIA for the Project. This will include a write-up of an assessment on both landscape character and visual amenity. Where likely significant effects are anticipated the LVIA will consider and identify areas where it may be necessary and appropriate to put forward potential mitigation as part of an iterative design and assessment process. This may include measures at particular locations to reduce a change in views of the Project or to better integrate infrastructure into the wider landscape.
4.15.35	Suggest alternative route for the Project between pylons TB159 and TB164 (plan provided by respondent).	A number of different changes have been proposed in this area seeking to position pylons onto field boundaries or move the alignment further from residential properties. Change is restricted by a gas pipeline to the west of the 2023 preferred draft alignment, but a modification has been made that goes someway to responding to this change. National Grid will continue to make changes to the 2024 preferred draft alignment where practicable as we receive further feedback and as the Project develops.
4.15.36	Suggest alternative routeing of the Project between TB168 and TB182 (plan provided by respondent) to reduce visual impact by avoiding 350 ft hill, routeing through valley and using tree cover, noting that these alternative routes span a 100 m piece of Ancient Woodland (though impact on this woodland would be limited given that it is a managed chestnut and hornbeam rotational coppice).	National Grid has carefully re-considered these suggested changes, but remains of the view, as set out in the 2023 Design Development Report (DDR) published as part of the 2023 non-statutory consultation, that these are less preferred. We note the nature of the management but nonetheless consider effects to be likely on these irreplaceable Ancient Woodland habitats. Whilst coppicing may be part of their current management it is clear that much more frequent vegetation removal would be necessary to maintain electrical clearances which has potential to impact the habitat. For this reason, these alternatives remain less referred and no change to the 2023 preferred draft alignment is currently proposed. We will continue to make changes to the 2024 preferred draft alignment where practicable as we receive further feedback and as the Project develops.

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4.15.37	Suggest four potential options for the Project to avoid impact on Newney Hall (plan provided for each by respondent).	The 2023 preferred draft alignment provided a balanced route midway between potentially affected receptors. The alternatives presented are all considered to transfer effects away from Newney Hall and increase effects on other receptors (which vary depending on the option). In the context of potential effects on Newney Hall being considered to be consistent with National Grid duties and relevant planning policies, the 2023 draft alignment remains preferred and no change is currently proposed. We will continue to make changes to the 2024 preferred draft alignment where practicable as we receive further feedback and as the Project develops.
4.15.38	Suggest relocating the Project between pylons TB143 and TB152 to the north of Chelmsford to avoid impact on the city's future growth (plan provided by respondent).	National Grid considers development proposals within the planning system or as indicated by relevant local plan allocations. We have considered those developments known in this area. Stakeholders have the opportunity to update us of any potential interactions in respect of future development in responding to our 2024 statutory consultation. In the absence of any identified conflict with development proposals no change to the 2023 preferred draft alignment is currently proposed.
4.15.39	Suggest re-routeing the Project at TB108 to avoid the most productive arable farmland and use estate land of lower quality instead (plan provided by respondent).	National Grid has reviewed the 2023 preferred draft alignment in the area suggested in light of the proposed alignment from the respondent. Moving the alignment further north towards White Notley would move the Project closer to a greater number of Grade II and Grade I listed buildings as well as White Notley Conservation Area and is therefore not preferred over the 2023 preferred draft alignment. We therefore are not currently proposing a change to the 2023 preferred draft alignment in this location. We will continue to make changes to the 2024 preferred draft alignment as we receive further feedback and as the Project develops.
4.15.40	Suggest routeing the Project to the east of Chelmsford, close paralleling the existing overhead line.	National Grid notes the potential for close paralleling existing overhead lines to reduce the level of effects that may arise from a new overhead line. However, there are constraints and features adjacent to the existing overhead line that mean that overall, we consider close paralleling would lead to greater effects on receptors in the area and be less compliant with the Holford Rules or be less consistent with the policy to be economic and efficient. Several residential properties are present in close proximity to the existing 400 kV overhead line meaning that if the lines were close paralleled it would result in the properties having an overhead line close to both sides. As a result, whilst close paralleling may appear beneficial in some sections, overall, the increased environmental effects where the lines must converge and diverge, and those increased effects on properties with overhead line to both sides are considered greater than those introduced by a new route alignment separated from existing 400 kV overhead lines. Whilst crossings and use of underground cable technology may be able to address the various constrained locations, we consider the costs and environmental effects arising from the additional infrastructure to be less compliant with our duties and relevant policies. In the absence of new evidence or new information no change is currently proposed. We will continue to make changes to the 2024 preferred draft alignment where practicable as we receive further feedback and as the Project develops.
4.15.41	Suggest that (additional) underground cables should be used in this section.	National Grid has carefully considered the feedback received during the 2022 and 2023 non-statutory consultations, the alternatives available, and other factors including our duties and obligations. These duties include balancing the need to be economic and efficient, which includes keeping costs down in the interests of the bill-paying consumers, with a duty to have regard to preserving amenity, which includes the natural environment, cultural heritage, landscape and visual quality. National Policy Statement (NPS) EN-5 makes clear that *'the Government's position that overhead lines should be the strong starting presumption for electricity networks developments in general, this*

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		presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or Areas of Outstanding Natural Beauty (AONB))'. The NPS also confirms that widespread and significant adverse landscape and/or visual impacts in other locations may also justify the use of undergrounding. We may also adopt underground cables in other circumstances such as to cross existing 400 kV overhead line infrastructure. After consideration of feedback on the 2023 non-statutory consultation and informed by additional study, we are now proposing to increase the extent of underground cabling by approximately 1.5 km to a total of approximately 20 km of underground cable at areas that are identified as of highest landscape value for example within the Dedham Vale AONB and within the vicinity of the AONB near Great Horkesley. Elsewhere along the 2024 preferred draft alignment, with the exception of the alignment near Diss, the higher cost of underground cables to bill-paying consumers, and the environmental implications of installing and maintaining them, are not considered to be justifiable in the context of national policy or National Grid's statutory duties. At Diss there remains an option to use underground cable but this is subject to consideration of the findings of ongoing investigations. Nevertheless, the Environmental Impact Assessment (EIA) will assess the impact of the Project and will identify any need for additional mitigation.
4.15.42	Suggest that existing overhead lines in this section should be removed.	The existing electricity transmission network provides power, via the local distribution network, into the local area where it is used in homes and businesses. Such lines cannot just be removed as power supplies would not be maintained. The need case and funding for the Project is to deliver the new network reinforcement needed, rather than to remove existing overhead lines which would need to be replaced by another form of connection such as underground cables. Unless required for crossings or mitigation, undergrounding existing overhead lines on the transmission network would not be in accordance with National Policy Statement (NPS) EN-5 and would result in substantial cost to bill payers. There may also be significant environmental impacts due to the removal works on sensitive ecological and archaeological receptors as well as constraints from either existing buildings or unsuitable ground conditions.
4.15.43	Suggest that lower height pylons are used along river valleys and between woodland (e.g., at Great Waltham and Great Heighs), and lower height pylons are used along the River Wid Valley and down to Thurrock.	The 2024 preferred draft alignment reflects the use of standard lattice pylons. The use of other pylon designs is still under consideration, if an overhead line route is progressed. National Grid has and will continue to carry out further assessments on pylon design. Our assessments will include visual impacts and mitigation, environmental and ecological considerations, construction, and lifetime maintenance effects. Different designs in use in the UK include: • standard lattice; • lower height lattice; and • T-pylons. The findings from our assessments will be published in Appendix C of the Design Development Report (DDR) as part of our 2024 statutory consultation. We will continue to consider the use of alternative pylon types should further feedback be received from the 2024 statutory consultation.

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4.15.44	Suggest that pylon TB119 is to be re-located to the west to ensure that it can navigate the 132 kV overhead line.	It is proposed to underground part of the existing 132 kV overhead lines where they need to be crossed by the new 400 kV overhead line. Further details of the works proposed in this location will be published as part of the 2024 statutory consultation.
4.15.45	Suggest that pylon TB134 is relocated marginally to the south to create a straighter field edge and provide safer positioning for machinery operations (plan provided by respondent).	National Grid has reviewed the 2023 preferred draft alignment around TB134, we are proposing a slight change to the positions of pylons TB134 and TB135 that would move both pylons to the field boundary. There will be a further feedback opportunity as part of the 2024 statutory consultation. We will continue to make changes to the 2024 preferred draft alignment where practicable as we receive further feedback and as the Project develops.
4.15.46	Suggest that pylon TB136 is routed away from the White Hart Pub (i.e. to mitigate this pylon being seen from the pub as evidenced by the enclosed photograph, and to mitigate impact on the Little Waltham Conservation Area).	The Design Development Report published as part of the 2023 non-statutory consultation sets out National Grid's view that the additional length of route required to avoid passing between conservation areas (and as such moving TB136 away from the White Hart Pub) weighs against the alternative in circumstances where we do not consider that the effects arising from the 2023 preferred draft alignment are at a level inconsistent with our relevant policies and duties to be economic and efficient. This consideration includes considering the Planning (Listed Buildings and Conservation Areas) Act 1990. We would note that as with other similar locations the presence of an effect does not of itself require change of route or technology. We are undertaking an Environmental Impact Assessment (EIA) to assess the potential impact of the Project, and this will identify any need for additional mitigation.
4.15.47	Suggest that pylon TB137 should be moved back 400 m to either behind or within the wooded copse, this would also be on lower ground reducing visual impact.	National Grid has reviewed the draft alignment in this area and has assessed the change requested to move TB137 behind or within the wooded copse to reduce visual impacts on Little Waltham. Routeing TB137 further west into the wooded copse is not possible due to the presence of Langley Grade II Listed Park and Garden as the overhead line would then directly impact this designation. We therefore are not currently proposing a change to the 2023 preferred draft alignment in this location. We are undertaking an Environmental Impact Assessment (EIA) to assess the potential impact of the Project, and this will identify any need for additional mitigation. We will continue to make changes to the draft alignment where practicable as we receive further feedback and as the Project develops.
4.15.48	Suggest that pylon TB138 is moved further away from Little Waltham to eliminate the kink in the overhead line between TB137 and TB139.	The angle pylon at TB138 is required to avoid the crossing or oversailing of the Great Waltham Conservation Area which extends south beyond Minnow End. If the 2023 preferred draft alignment were to be straightened between TB137 and TB139, the draft alignment would oversail or cross the Conservation Area and potentially directly affect the edge of the Grade II Listed Langleys Registered Park and Garden. Therefore, the 2023 preferred draft alignment has not been amended in this area. We will continue to make changes to the 2024 preferred draft alignment where practicable as we receive feedback and as the Project develops.
4.15.49	Suggest that pylon TB138 is re-located away from private property.	National Grid has routed and sited the 2023 preferred draft alignment in accordance with the Holford Rules. In order to move the draft alignment further away from the Lace Cottages we would have to increase the length of the overhead line and increase the number of angle pylons, which would be less consistent with the Holford Rules. TB138 to TB139 is currently proposed to be approximately midway between properties on Chelmsford Road, therefore to move these pylons further away from one property would move them closer to another. We therefore are

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		not currently proposing a change to the 2023 preferred draft alignment in this location, however we will continue to make changes to the 2024 preferred draft alignment as we receive further feedback and as the Project develops.
4.15.50	Suggest that pylon TB138 should be routed away from Little Waltham war memorial (plan provided by respondent).	The Design Development Report published as part of the 2023 non-statutory consultation sets out National Grid's view that the additional length of route required to avoid passing between conservation areas (and as such moving TB138 away from Little Waltham war memorial) weighs against the alternative in circumstances where we do not consider that the effects arising from the 2023 preferred draft alignment are at a level inconsistent with our relevant policies and duties to be economic and efficient. We would note that as with other similar locations the presence of an effect does not of itself require change of route or technology. We are undertaking an Environmental Impact Assessment (EIA) to assess the potential impact of the Project, and this will identify any need for additional mitigation.
4.15.51	Suggest that pylon TB140 is relocated further west from Balls Farmhouse (plan provided by respondent).	National Grid has routed and sited the 2023 preferred draft alignment in accordance with the Holford Rules. TB140 to TB141 are currently proposed to be approximately midway between properties along Lark's Lane, therefore, to move these pylons further away from one property would move them closer to another. We therefore are not currently proposing a change to the 2023 preferred draft alignment in this location, however we will continue to make changes to the 2024 preferred draft alignment as we receive further feedback and as the Project develops.
4.15.52	Suggest that pylon TB152 should be moved west of Mashbury Road and out of the field to reduce visual impact on village.	National Grid is proposing a change to the 2023 preferred draft alignment and pylon locations between TB147 and TB154, this change is proposed to straighten the draft alignment and remove the angle pylon at TB150 and TB153. Due to restrictions on span lengths when crossing over the road it is not possible to move TB152 to the west of the road, however we have proposed to move TB152 to the north and east of its previous location, thus moving it further away from properties on Mashbury Road. We will continue to make changes to the 2024 preferred draft alignment where practicable following further feedback and as the Project develops.
4.15.53	Suggest that pylon TB164 is relocated away from Protected Lane and national cycle route.	National Grid does not consider that the presence of Protected Lanes or cycle routes is a barrier to routeing. The potential effects of their use for construction access are noted and will inform the access arrangements proposed in the 2024 statutory consultation. National Grid has routed and sited the 2023 preferred draft alignment in accordance with the Holford Rules. In order to move TB164 away from Protected Lanes and cycle routes we would have to increase the length of the overhead line and increase the number of angle pylons, which would be less consistent with the Holford Rules. Minor adjustments have been made in the positioning of TB159 to TB164 (now TB160 to TB164), however a crossing of the Protected Lane and cycle route between TB163 and TB164 would still be required. We are undertaking an Environmental Impact Assessment (EIA) to assess the potential impact of the Project, and this will identify any need for additional mitigation. We will continue to make changes to the 2024 preferred draft alignment where practicable as we receive further feedback and as the Project develops.
4.15.54	Suggest that pylon TB167 should be moved west or back to the position originally proposed.	When routeing and siting the 2023 preferred draft alignment, a change outside of the preferred corridor was required due to the presence of a historic landfill located north of the A414 Ongar Road. Due to this constraint, it is not possible to move the alignment further west. We also route and site the alignment in line with the Holford Rules, and as the current draft alignment removes the need for additional angles this alignment is currently preferred. We will

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		make further changes to the 2024 preferred draft alignment where practicable as we receive further feedback and as the Project develops.
4.15.55	Suggest that pylon TB169 is relocated to the edge of an existing hardstanding pad, minimising the amount of land taken out of agricultural production (plan provided by respondent).	The presence of the road requires the use of scaffolding to prevent restriction of the public highway. This does not allow for the positioning as requested therefore sufficient space has been allowed for equipment to pass between the field edge and the pylon.
4.15.56	Suggest that pylon TB172 is relocated to the field edge of Montpelliers Farm (plan provided by respondent).	National Grid has reviewed the alignment between TB171 and TB173 in light of the change requested by the respondent to move TB172 to the western edge of the field. The western edge of this field contains an oil pipeline and a sewage pipeline which we need to maintain an appropriate distance from. Moving TB172 to the western edge of the field would also move the draft alignment closer to the properties to the west, increasing potential effects. We therefore are not currently proposing a change to the 2023 preferred draft alignment in this location. We will continue to make changes to the 2024 preferred draft alignment as we receive further feedback and as the Project develops.
4.15.57	Suggest that pylon TB180 is relocated as near to the southern boundary of the field as is feasible (plan provided by respondent).	National Grid has reviewed the alignment around TB180 and we are proposing to move TB180 further towards the southern field boundary. There will be a further feedback opportunity as part of the 2024 statutory consultation. We will continue to make changes to the 2024 preferred draft alignment where practicable as we receive further feedback and as the Project develops.
4.15.58	Suggest that pylon TB181 is positioned to leave enough space between the boundary and the pylon to enable a sprayer to manoeuvre around the pylon effectively (plan provided by respondent).	National Grid has reviewed the alignment around TB181 and we are proposing to move TB181 further towards the western field boundary whilst leaving enough space to move machinery around the pylon. There will be a further feedback opportunity as part of the 2024 statutory consultation. We will continue to make changes to the 2024 preferred draft alignment where practicable as we receive further feedback and as the Project develops.
4.15.59	Suggest that pylon TB184 is relocated slightly further north (plan provided by respondent).	National Grid has reviewed the 2023 preferred draft alignment between TB182 and TB186 in light of the proposed alignment from the respondent. There are several constraints in this area including a gas pipeline, the A12 and Osbornes Wood Ancient Woodland. It would not be feasible to move TB184 to the north of the A12 without then moving TB185 also further north to the south of the A12 as these pylons are required to be in these locations to enable clearance when crossing over the A12. TB184 also cannot be located at the location proposed due to the presence of the gas pipeline and the clearance requirements associated with this. We therefore are not currently proposing a change to the 2023 preferred draft alignment in this location. We will continue to make changes to the 2024 preferred draft alignment as we receive further feedback and as the Project develops.

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4.15.60	Suggest that pylons are relocated further north of Silver End to bring the line closer to the A120 (plans provided by respondent).	National Grid considered the potential for routes passing to the north of Silver End when we developed our preferred draft alignment. The reasons for considering these to be less preferred alternatives are set out in the Design Development Report (DDR) published in support of the 2023 non-statutory consultation. We also note emerging plans for an extensive area of glass houses for tomato cropping which would further restrict routeing. In the absence of new or additional information and after reviewing our previous analysis we consider those reasons to remain valid and these other alternatives to be less preferred. On this basis no change is currently proposed. We will continue to make changes to the draft alignment where practicable as we receive further feedback and as the Project develops.
4.15.61	Suggest that pylons TB127-TB130 are relocated further east from the residences on Braintree Road.	This change would require a less direct route to be adopted which is less consistent with Holford Rules. Additionally, the 2023 preferred draft alignment is positioned approximately midway between Little Stonage Farm and Lyons Farm whereas the proposed change would increase effects on residential amenity and heritage assets at Lyons Farm and is therefore less preferred. On this basis no change is currently proposed. We will continue to make changes to the 2024 preferred draft alignment where practicable as we receive further feedback and as the Project develops.
4.15.62	Suggest that pylons TB141, TB142 and TB143 are relocated away from the properties in Broads Green.	National Grid has reviewed the 2023 preferred draft alignment in the vicinity of Broads Green. Due to several constraints in the area such as Sparrowhawk Wood, school playing fields and residential properties, the draft alignment has remained as proposed in the 2023 non-statutory consultation. Further details on the changes proposed and assessed can be seen in the Design Development Report (DDR), published as part of the 2024 statutory consultation. On this basis, no change is currently proposed but we will continue to make changes to the 2024 preferred draft alignment where practicable as we receive further feedback and as the Project develops.
4.15.63	Suggest that pylons TB144 to TB132are relocated to the south of Sparrowhawk Wood (plan provided by respondent).	National Grid has reviewed the 2023 preferred draft alignment in this area. Due to several constraints in the area such as Sparrowhawk Wood, school playing fields and residential properties, we are not currently proposing a change to the 2023 preferred draft alignment. Further details on the changes assessed can be seen in the Design Development Report (DDR), published as part of the 2024 statutory consultation. We will continue to make changes to the 2024 preferred draft alignment where practicable as we receive further feedback as the Project develops.
4.15.64	Suggest that pylons TB151, TB152 and TB153 are re-spaced to reduce impact on property value and views.	National Grid is proposing a change to the 2023 preferred draft alignment and pylon locations between TB147 (now TB148) and TB154 (now TB155), this change is proposed to straighten the draft alignment and remove the angle pylon at TB150 and TB153 and would also move TB152 to the north and east of its previous location, thus moving it further away from properties on Mashbury Road. Due to restrictions on span lengths when crossing over the road, TB153, while no longer proposed to be an angle pylon, is required to remain in a similar location as previously proposed. We will continue to make changes to the 2024 preferred draft alignment where practicable following further feedback and as the Project develops. National Grid acknowledges that its proposals may cause concern to landowners. Diminishment of property value known as 'injurious affection' and any other appropriate heads of claim will be considered on an individual basis in accordance with current legislation. We will pursue a voluntary agreement with affected landowners, acquiring rights in accordance with our Land Rights Strategy (the strategy is subject to review). If a voluntary agreement cannot be reached, then the Compulsory Purchase Code allows for a claim of compensation for the loss that property owners may have suffered as a direct result of the retained part of your property ownership being worth less as a direct result of the works.

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		If there are any specific concerns about the devaluation of property National Grid would advise seeking third party advice or alternatively please contact the Project team: Norwich-Tilbury@fishergerman.co.uk or by calling us on Freephone 0808 175 3314. Alternatively, you can write to Norwich to Tilbury Land Team, Fisher German, The Atrium, Risby Business Park, Newmarket Road, Risby, Bury St Edmunds, IP28 6RD.
4.15.65	Suggest that pylons TB154 and TB153 are relocated southward to prevent impact on farmland and to shift TB153 to the fields edge (i.e., mitigating impact on listed structures and gas pipeline).	National Grid has sought to straighten the 2023 preferred draft alignment to the north-east to reduce effects. This alignment is approximately midway between residential properties and avoids oversail of a horse exercise area (menage). Movement of TB154 to the south would increase effects on the menage and one of the properties and increase effects on a hedgerow so is not preferred. The realignment does allow TB153 to be positioned further to the east to be on / adjacent to a field boundary. The changes made therefore go some way to addressing the requested change. We will continue to make changes to the 2024 preferred draft alignment where practicable as we receive further feedback and as the Project develops.
4.15.66	Suggest that pylons TB156 to TB158 are relocated to the far eastern side of the field to avoid disrupting the Essex International Scout and Guide Jamboree.	National Grid does not consider that an overhead line is incompatible with the continued use of this area for the Jamboree which is understood to occur every four years. Any diversion would be less direct with more angles and be less consistent with the Holford Rules. Other crossing locations of Roxwell Road would result in a considerable reduction in the space between residential properties which would lead to greater effects on residential amenity. On this basis no change is currently proposed. We will continue to make changes to the 2024 preferred draft alignment where practicable as we receive further feedback and as the Project develops. National Grid does note the potential for coincidence of a jamboree with its construction period, though this remains uncertain. Any such effects have the potential to be mitigated in a number of ways. National Grid will liaise with the Jamboree organisers to establish the appropriate mitigation.
4.15.67	Suggest that pylons TB160 to TB162 are relocated to field edges to reduce impact on farming operations (plan provided by respondent).	National Grid has reviewed the alignment between TB160 and TB162 and is proposing a slight change to the location of these pylons. TB161 and TB162 are now proposed to be located at the field edges as far as possible. TB160 is now proposed to be the angle pylon to the south of Roxwell Road. Due to construction and maintenance constraints, angle pylons require more space around them, therefore it is not possible to move this pylon further towards the field boundary. There will be a further feedback opportunity as part of the 2024 statutory consultation. We will continue to make changes to the 2024 preferred draft alignment where practicable as we receive further feedback and as the Project develops.
4.15.68	Suggest that pylons TB160 to TB163 are routed away from / should not be located at a residential property.	A number of different changes have been proposed in this area seeking to position pylons onto field boundaries or move the alignment further from residential properties. Change is restricted by a gas pipeline to the west of the 2023 preferred draft alignment, but a modification has been made that goes someway to responding to this change. We will continue to make changes to the 2024 preferred draft alignment where practicable as we receive further feedback and as the Project develops.
4.15.69	Suggest that pylons TB173 and TB174 are relocated away from residence at	National Grid has reviewed the 2023 preferred draft alignment at TB173 and TB174, the location of pylon TB173 is currently proposed to be midway between properties on Margaretting Road and Nathan's Lane, therefore to move the draft alignment further west into the field would increase effects on other residential properties and is therefore not preferable. We have also assessed a change to the 2023 preferred draft alignment to the east of Margaretting

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	Margaretting Road to as far across the field as possible.	Road, however this change was also not preferred due to making the alignment significantly longer and would result in the loss of additional woodland and introduce impacts on a golf course. Further details on the alternatives assessed in this area can be found in the Design Development Report (DDR), published as part of the 2024 statutory consultation. On this basis no change is currently proposed but we will continue to make changes to the 2024 preferred draft alignment where practicable as we receive further feedback and as the Project develops.
4.15.70	Suggest that pylons TB79 and TB80 are relocated to field edges and corners (plan provided by respondent) to impact a smaller portion of blackcurrents and increase distance from Feeringbury Manor.	National Grid has reviewed the 2023 preferred draft alignment in this area following feedback. We are currently proposing a small adjustment for technical reasons to the positioning of the two pylons identified (now TB78 and TB79) but in neither case are able to position pylons at field boundaries. There will be a further opportunity to feedback at our 2024 statutory consultation. We will continue to make changes to the 2024 preferred draft alignment where practicable as we receive further feedback and as the Project develops.
4.15.71	Suggest that pylons TB95 to TB101 are relocated north, closer to Cressing Temple (plan provided by respondent).	National Grid have considered this proposed change which would position the alignment close to the southern edge of White Notley and close to the Scheduled Monument and Grade I listed buildings at Cressing Temple. The proposed change introduces a number of angle pylons in what is otherwise a straight alignment and would therefore be less consistent with the Holford Rules. Whilst providing a similar route length to the 2023 preferred draft alignment, we conclude that it increases effects for residents at the southern edge of Silver End and increases effects on the heritage assets at Cressing Temple. In contrast, there are fewer residential receptors in close proximity to the 2023 preferred draft alignment. As such the alternative proposed is less consistent with Holford Rule Two and supplementary notes and considered less preferred. On this basis no change is currently proposed. We will continue to make changes to the 2024 preferred draft alignment where practicable as we receive further feedback and as the Project develops.
4.15.72	Suggest that pylons TB95 to TB99 are relocated away from the paddock at Whiteheads Farm (plan provided by respondent).	National Grid has routed and sited the 2023 preferred draft alignment in accordance with the Holford Rules. In order to change the location of TB95 to TB99 to the proposed alignment from the respondent, we would have to increase the length of the overhead line and increase the number of angle pylons, which would be less consistent with the Holford Rules. We therefore are not currently proposing a change to the 2023 preferred draft alignment in this location. We have reviewed the location of pylon TB98 (now TB96) and are proposing to move this pylon approximately 60 m to the west along the alignment to therefore avoid the paddock at Whiteheads Farm. We will continue to make changes to the 2024 preferred draft alignment as we receive further feedback and as the Project develops.
4.15.73	Suggest that pylons to the west of Writtle are relocated further west by 500 to 1000 metres and are of reduced height.	The 2023 preferred draft alignment was carefully considered and, in this location, the 2023 preferred draft alignment was preferred over more western alternatives (for example an alignment directly north from TB164). The alternatives would have increased effects on residential amenity and led to more woodland loss. We have reviewed this alignment and consider the decision making to remain appropriate and therefore no change is currently proposed but we will continue to make changes to the 2024 preferred draft alignment where practicable as we receive further feedback and as the Project develops.

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4.15.74	Suggest that TB136, TB137, and TB138 should be reduced to a height of 35 m or less.	The 2024 preferred draft alignment reflects the use of standard lattice pylons. The use of other pylon designs is still under consideration, if an overhead line route is progressed. National Grid has and will continue to carry out further assessments on pylon design. Our assessments will include visual impacts and mitigation, environmental and ecological considerations, construction, and lifetime maintenance effects. Different designs in use in the UK include: • standard lattice; • lower height lattice; and • T-pylons. The findings from our assessments will be published in Appendix C of the Design Development Report as part of our 2024 statutory consultation. We will continue to consider the use of alternative pylon types should further feedback be received from the 2024 statutory consultation.
4.15.75	Suggest that TB137 is moved outside boundary of Langleys Park to in or adjacent to woodland as it is on agricultural land.	Pylon TB137 is not within the boundary of the Registered Park and Garden. On this basis no change is proposed, though National Grid has modified some pylon positions in this section which may go some way to address the respondent's request. There will be a further feedback opportunity as part of the 2024 statutory consultation. We will continue to make changes to the 2024 preferred draft alignment where practicable as we receive further feedback and as the Project develops.
4.15.76	Suggest that the design of tower TB179 to be either T-shaped design or a lower height lattice pylon.	The 2024 preferred draft alignment reflects the use of standard lattice pylons. The use of other pylon designs is still under consideration, if an overhead line route is progressed. National Grid has and will continue to carry out further assessments on pylon design. Our assessments will include visual impacts and mitigation, environmental and ecological considerations, construction, and lifetime maintenance effects. Different designs in use in the UK include: • standard lattice; • lower height lattice; and • T-pylons. The findings from our assessments will be published in Appendix C of the Design Development Report (DDR) as part of our 2024 statutory consultation. We will continue to consider the use of alternative pylon types should further feedback be received from the 2024 statutory consultation.
4.15.77	Suggest that the eastern route around Chelmsford is re-considered, following the existing pylons line masked by the hill at Danbury (i.e., to mitigate impact on Protected Lane and important Green Lanes).	National Grid does not consider that the presence of Protected Lanes or Green Lanes is a barrier to routeing. The potential effects of their use for construction access are noted and has informed the access arrangements that will be presented in the 2024 statutory consultation. In the Corridor and Preliminary Routeing and Siting Study (CPRSS) published as part of the 2022 non-statutory consultation and in the Design Development Report (DDR) published as part of the 2022 non-statutory consultation National Grid set out the challenges associated with routeing to the east of Chelmsford parallel to the existing 400 kV overhead line. Whilst noting the respondent's preference, no new evidence is provided or has been identified to reduce the greater effects or address the constraints to routeing. As such the eastern alignment remains less preferred and no change is currently proposed. We will continue to make

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		changes to the 2024 preferred draft alignment where practicable as we receive further feedback and as the Project develops.
4.15.78	Suggest that the existing overhead lines in this section are reinforced / upgraded instead.	The existing transmission network in the region was upgraded during 2022 and 2023 to ensure the system is running at its most efficient performance. The existing assets / networks are not able to be upgraded sufficiently to cope with the new future demands expected on the network. As a result, new lines and substations will be required to accommodate the changing demands on the network.
4.15.79	Suggest that the line between pylons TB182 and TB184 is straightened to shift it to the far eastern side of the field (plan provided by respondent).	National Grid has reviewed the 2023 preferred draft alignment between TB182 and TB184 in light of the proposed alignment from the respondent. There are several constraints in this area including a gas pipeline, the A12 and Osbornes Wood Ancient Woodland. Due to these constraints, it would not be feasible to straighten the alignment between TB182 and TB184 without directly impacting the Ancient Woodland. We therefore are not currently proposing a change to the 2023 preferred draft alignment in this location. We will continue to make changes to the 2024 preferred draft alignment as we receive further feedback and as the Project develops.
4.15.80	Suggest that the Project between Writtle and Roxwell takes the line further west in a gentle curve beyond Roxwell through unpopulated farmland.	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved further west beyond Roxwell. Compared with the 2023 preferred draft alignment, this alternative would be longer and less direct (less consistent with Holford Rules) and transfer effects to other receptors, it is also noted that the potential effects from the 2023 preferred draft alignment are considered to be consistent with National Grid's duties and relevant planning policies and as such the alternative suggested would be less preferred and therefore no change is currently proposed. We will continue to make changes to the 2024 preferred draft alignment where practicable as we receive further feedback and as the Project develops.
4.15.81	Suggest that the Project follows the A12.	Whilst there could be potential benefits from infrastructure being concentrated geographically, i.e., by routeing the Project in close proximity to existing road and rail infrastructure, National Grid does not consider these benefits arise for the whole route. Rail lines or roads potentially align (at least in part) with the general routeing of the Project. However, there are constraints and features that mean that we do not consider close paralleling will reduce environmental effects or improve compliance with the Holford Rules or be more consistent with the policy requirement to be economic and efficient. A number of residential properties, as well as hamlets, villages and towns, are present in close proximity to the existing transport infrastructure which would necessitate multiple diversions of an overhead line. There are also some locations where the combination of existing physical and environmental features (railway and road infrastructure, commercial and residential properties, woodlands and orchards) present very substantial challenges to routeing and siting. As a result, whilst close paralleling of transport infrastructure may appear beneficial in some short sections, overall, the increased environmental effects from multiple changes of direction are considered greater and less compliant with the Holford Rules than those that are associated with a new route alignment.
4.15.82	Suggest that the Project follows the A13 (through industrial areas).	Whilst there could be potential benefits from infrastructure being concentrated geographically, i.e., by routeing the Project in close proximity to existing road and rail infrastructure, National Grid does not consider these benefits arise for the whole route. Rail lines or roads potentially align (at least in part) with the general routeing of the Project. However, there are constraints and features that mean that we do not consider close paralleling will reduce

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		environmental effects or improve compliance with the Holford Rules or be more consistent with the policy requirement to be economic and efficient. A number of residential properties, as well as hamlets, villages and towns, are present in close proximity to the existing transport infrastructure necessitating multiple diversions of an overhead line. There are also some locations where the combination of existing physical and environmental features (railway and road infrastructure, commercial and residential properties, woodlands and orchards) present very substantial challenges to routeing and siting. As a result, whilst close paralleling of transport infrastructure may appear beneficial in some short sections, overall, the increased environmental effects from multiple changes of direction are considered greater and less compliant with the Holford Rules than those that are associated with a new route alignment.
4.15.83	Suggest that the Project from pylon TB130 should be straightened to avoid the sharp turn toward residential property, instead remaining to the eastern side of the A131.	National Grid is proposing a change to the 2023 preferred draft alignment between TB130 and TB132 (now TB131 and TB133) which would move the alignment further south away from the property, including moving the angle pylon at TB133 further south. We will continue to make changes to the 2024 preferred draft alignment where practicable as we receive further feedback and as the Project develops.
4.15.84	Suggest that the Project from pylons TB177 to TB181 are routed away from Handley Green Barn (i.e., to mitigate impact on the environment, farmland, residents, views / visual impact, and surrounding the property).	The 2023 preferred draft alignment is positioned approximately midway between residential properties and listed buildings and the effects are considered to be consistent with National Grid's duties and relevant policies. Alternative routes avoiding the location were considered to the east (passing south of Hylands Park over Hylands Golf Centre before crossing the A12 and turning south to either east or west of Margaretting Tye). These were longer and less direct and therefore less consistent with Holford Rules and would transfer effects to other receptors and in some cases increase them (such as Hylands Golf Centre). On this basis no change is currently proposed but we will continue to make changes to the 2024 preferred draft alignment where practicable as we receive further feedback and as the Project develops. We are undertaking an Environmental Impact Assessment (EIA) to assess the potential impact of the Project, and this will identify any need for additional mitigation.
4.15.85	Suggest that the Project is re-rerouted between pylons TB165 and TB168 (plan provided by respondent) so that the Project is at least 500 m from any dwelling.	National Grid does not use standard minimum distances as a routeing consideration. Applying an arbitrary distance may be too big or too small for the specific circumstances. We utilise the Holford Rules informed by feedback and professional judgement to define appropriate corridors and alignments that are consistent with the relevant policy framework and duties. In response to feedback to the 2023 consultation we have modified the 2023 preferred draft alignment in various locations to increase separation to properties where this is possible without undue deviation or transfer of effects to other similar properties. In this location route alignment is restricted by a former landfill, however despite this we consider that potential effects on residential amenity are consistent with National Grid's duties and relevant planning policy. Projects of this nature are required to assess the potential environmental impacts of the proposals, and report on those, and set out proposed mitigation, in an Environmental Statement (ES) in accordance with the relevant Environmental Impact Assessment (EIA) Regulations. The EIA starts early in the process and, in that respect, a considerable amount of assessment work has been undertaken to allow preliminary judgements to be made about the design and routeing of the Project. This has been set out in various publications (The Corridor and Preliminary Routeing and Siting Study (CPRSS), published as part of the 2022 non-statutory consultation, the Design

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		Development Report, 2022 Non-Statutory Consultation Feedback Report and Strategic Options Backcheck and Review, published as part of the 2023 non-statutory consultation) with feedback helping shape the preliminary proposals. Further detailed assessment work has been undertaken since the 2023 non-statutory consultation and is published in the Preliminary Environmental Information Report (PEIR) to accompany the statutory consultation stage of the Project. National Grid will be writing up its Landscape and Visual Impact Assessment (LVIA) that will, in addition to other topic specific assessments, form the latter part of the EIA for the Project. This will include a write-up of an assessment on both landscape character and visual amenity. Where likely significant effects are anticipated the LVIA will consider and identify areas where it may be necessary and appropriate to put forward potential mitigation as part of an iterative design and assessment process. This may include measures at particular locations to reduce a change in views of the Project or to better integrate infrastructure into the wider landscape.
4.15.86	Suggest that the Project is rerouted 1 km west, following the previously proposed alignment from the 2022 consultation document.	National Grid has considered a more westerly alignment routed from the south of Great Leighs towards Pleshey and then southwards towards Chignal Smealey which would avoid routeing between Great Waltham and Little Waltham. Whilst noting the potential for some reduction to some effects (heritage and residential amenity) from the western alternative. It is noted that the alternative would lead to some transfer of effects from some residential properties to others and would introduce effects and require additional infrastructure over a less direct and longer route. With effects on the 2023 preferred draft alignment considered to be consistent with policy, the western alternative was not progressed. Environmental and other studies have not identified any further information to alter this previous conclusion and no new evidence has been provided by the respondent. On this basis no change is currently proposed. We will continue to make changes to the 2024 preferred draft alignment where practicable as we receive further feedback and as the Project develops.
4.15.87	Suggest that the Project is rerouted from TB124 to a more direct route across empty fields to TB117 away from residential properties.	This requested change proposes moving the 2023 preferred draft alignment to the south. This is considered less preferred compared with the 2023 preferred draft alignment because of greater effects on woodland, technical challenge from junction oversail (necessitating a road closure in place of use of scaffolding) and increased effects on residential amenity by moving much closer to the house to the south (on Cole Hill) rather than a position midway between properties. Overall, this is considered to be less consistent with the Holford Rules and National Grid's duties and relevant policies therefore no change is currently proposed but we will continue to make changes to the 2024 preferred draft alignment where practicable as we receive further feedback and as the Project develops.
4.15.88	Suggest that the Project is rerouted from TB143 to TB150 (plan provided by respondent) to avoid on farming operations on Partridge Green Farm.	National Grid has reviewed the 2023 preferred draft alignment between TB143 and TB150 and the request to move the alignment to the west of Bushy Wood. Following further assessment, the requested alignment would increase the number of angle pylons which would be less consistent with the Holford Rules. The requested change to the location of TB144 would move this pylon within Border Wood Lake which is a Local Wildlife Site which we would seek to avoid. In addition to the above, if the alignment was to move to the west of the Bushy Wood it would be closer to properties on Woodhall Hill than properties on the 2023 preferred draft alignment, therefore it is proposed that the draft alignment remain to the east of Bushy Wood. On this basis no change is currently proposed. We will continue to make changes to the 2024 preferred draft alignment where practicable as we receive further feedback and as the Project develops.

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4.15.89	Suggest that the Project is re-routed further north and west of Chelmsford to avoid impact on the city's future growth (plan provided by respondent).	National Grid considers development proposals within the planning system or as indicated by relevant local plan allocations. We have considered those developments known in this area. Stakeholders have the opportunity to update us of any potential conflict with future development plans in responding to our 2024 statutory consultation. At this stage National Grid does not consider there to be an impact on the future growth of the city. Therefore, in the absence of any identified conflict with development proposals no change to the 2023 preferred draft alignment is currently proposed. We will continue to make changes to the 2024 preferred draft alignment where practicable as we receive further feedback and as the Project develops.
4.15.90	Suggest that the Project is rerouted or that underground cables are used instead of routeing overhead lines between Great Waltham and Little Waltham (i.e. to avoid contradicting Holford Rule Three as National Grid's justification for routeing between these villages is flawed as shown by the plans provided by the respondent, and as this was recognised by National Grid in section 5.5.122 of the Norwich to Tilbury Design Development Report (DDR) of June 2023).	The Holford Rules have to be considered as a whole and a balanced decision taken as it is possible for an alignment to be consistent with one rule and inconsistent with another rule. In this case the additional length of overhead line required weighs against the alternative in circumstances where we do not consider that the effects arising from the 2023 preferred draft alignment are at a level inconsistent with duties. Whilst noting the respondent's preference, no new evidence is provided to suggest a different conclusion should be drawn. We are undertaking an Environmental Impact Assessment (EIA) to assess the potential impact of the Project, and this will identify any need for additional mitigation.
4.15.91	Suggest that the Project is re-routed to avoid the pinch point between Great Waltham and Little Waltham.	National Grid considered a more westerly alignment routed from the south of Great Leighs towards Pleshey and then southwards towards Chignal Smealey which would avoid routeing between Great Waltham and Little Waltham. Whilst noting some reduction in effects with this alternative, this is a longer route. With effects on the 2023 preferred draft alignment considered to be consistent with policy the western alternative was not progressed. Environmental and other studies have not identified any further information to alter this previous conclusion and no new evidence has been provided by the respondent. Therefore, no change to the 2023 preferred draft alignment is currently proposed. We will continue to make changes to the 2024 preferred draft alignment where practicable as we receive further feedback and as the Project develops.
4.15.92	Suggest that the Project is re-routed to follow a more direct route between pylons TB143 and TB153.	The proposed change would position the 2024 preferred draft alignment within the graduated swathe as published in the 2022 non-statutory consultation. Based on feedback and additional studies the 2023 preferred draft alignment was moved out of the graduated swathe in this location to reduce effects on residential properties on Woodhall Hill road noting the alignment was approximately equidistant between those residential properties and others to the south. Straightening the alignment and improving consistency with one Holford rule would be with the consequence of increased effects on residential amenity reducing consistency with another of the rules. Therefore, we are not

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		currently proposing to adopt the change requested in this location. National Grid will continue to make changes to the 2024 preferred draft alignment where practicable as we receive further feedback and as the Project develops.
4.15.93	Suggest that the Project is re-routed to follow a more direct route between pylons TB148 and TB153.	After review and with some modification of positioning National Grid is currently proposing a modification to the 2023 preferred draft alignment that achieves this request. We will continue to make changes to the 2024 preferred draft alignment where practicable as we receive further feedback and as the Project develops.
4.15.94	Suggest that the Project is routed away from a Roman villa in a field known as Dragonsfoot, just north-east of Bushy Wood, with pylon TB146 relocated from the field.	National Grid is aware of the archaeological works ongoing in the vicinity of TB146 and has received further survey information from the works. We are undertaking geophysical surveys along the draft alignment as the Project develops and will continue to make any further changes to the 2024 preferred draft alignment as necessary as further information becomes available.
4.15.95	Suggest that the Project is routed away from Langleys Park and Garden because it is Grade II Listed (plan provided by respondent). Concern that the Project will negatively impact Langleys Registered Garden / Suggests re-locating pylons 137 and 138 away from Registered Park and Garden of Special Historic Interest at Langleys.	Through routeing and siting National Grid has sought and will continue to reduce as far as practicable potential impacts on the historic environment. We are undertaking a Historic Environment Assessment as part of the Environmental Impact Assessment (EIA) process to identify likely significant effects on heritage assets. To inform this assessment, we are undertaking desk-based assessment and a suite of archaeological surveys to understand the baseline historic environment and refine the Project design further. On the basis of assessment to date and in light of consultation feedback alternative options for this section of the Project have been explored. National Grid will continue to engage with Historic England and relevant Local Planning Authorities (LPAs) on aspects relating to heritage, including appropriate mitigation measures and techniques and to take their views into account as the Project continues to develop.
4.15.96	Suggest that the Project is routed away from Little Waltham with shorter pylons.	National Grid considered a more westerly alignment routed away from Little Waltham diverting from the south of Great Leighs towards Pleshey and then southwards towards Chignal Smealey. Whilst noting some reduction in effects, with this alternative this is a longer route. With effects on the 2023 preferred draft alignment considered to be consistent with policy, the western alternative was not progressed. Environmental and other studies have not identified any further information to alter this previous conclusion and no new evidence is provided by the respondent. In the development of the 2023 preferred draft alignment National Grid has sought to minimise the height of pylons (closer spacing reduces the requirement for extensions) to respond to the routeing between the conservation areas. We are undertaking an Environmental Impact Assessment (EIA) to assess the potential impact of the Project, and this will identify any need for additional mitigation which will include consideration of whether an alternative pylon type (for example low height lattice) would be suitable. At this stage and on this basis no change is currently proposed.

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		We will continue to make changes to the 2024 preferred draft alignment where practicable as we receive further feedback and as the Project develops.
4.15.97	Suggest that the Project is routed away from populated / residential areas.	Deciding where and how to build new high voltage electricity lines is a complex issue and National Grid is mindful of the potential effects this infrastructure may have on local communities and the concerns these may bring. We recognise that people living near our transmission infrastructure, including high voltage overhead lines, may have concerns about audible noise and potential health impacts. It has sometimes been suggested that minimum distances between properties and overhead lines should be prescribed. We do not consider this appropriate since each instance must be dealt with on its merits. However, we have always sought to route new lines away from residential property on grounds of general amenity where practicable. Projects of this nature are required to assess the potential environmental impacts of the proposals, and report on those, and set out proposed mitigation, in an Environmental Statement (ES) in accordance with the relevant Environmental Impact Assessment (EIA) Regulations. The EIA starts early in the process and, in that respect, a considerable amount of assessment work has been undertaken to allow preliminary judgements to be made about the design and routeing of the Project. This has been set out in various publications (The Corridor and Preliminary Routeing and Siting Study (CPRSS), published as part of the 2022 non-statutory consultation, the Design Development Report, 2022 Non-Statutory Consultation Feedback Report and Strategic Options Backcheck and Review, published as part of the 2023 non-statutory consultation) with feedback helping shape the preliminary proposals. Further detailed assessment work has been undertaken since the 2023 non-statutory consultation and is published in the Preliminary Environmental Information Report (PEIR) to accompany the statutory consultation stage of the Project. We will be writing up our noise and vibration assessment that will, in addition to other topic specific assessments, form part of the EIA for the Project. Noise levels and the effect on residential properties as well as other sensitive areas, such as hospitals and schools, are carefully considered during planning, assessed according to the appropriate UK standards, and mitigated where necessary. We set strict technical standards for the equipment we install on our network. These will apply to the proposed new East Anglia Connection Node (EACN) substation located in the Tendring District, and extensions required to the existing Norwich Main, Bramford, and Tilbury Substations. These standards include requirements to ensure the occurrence of audible noise is eliminated or reduced as far as practicable. Therefore, significant adverse effects from noise are not expected. Noise from overhead lines is predominately determined by the conductor design, voltage and weather conditions. The overhead line will be designed using a relatively quiet conductor that meets the design specification required, and operational noise is not likely to be significant at nearby sensitive receptors under any weather conditions. Should the iterative design process result in alternative conductor types be used, consideration for this would be assessed within the EIA. Pylon fittings, such as insulators, dampers, spacers, and clamps, are also designed and procured in accordance with a series of National Grid Technical Specifications to reduce the potential for audible noise and tones to occur from all types of fittings. Where noise does occur, it is likely to be localised and of short duration. If this is due to a fault, action can be taken to rectify it. A technical note would be submitted as part of the application for development consent to support scoping out noise associated with overhead lines from the ES. We will also be writing up our Landscape and Visual Impact Assessment (LVIA) that will form part of the EIA for the Project. This will include a write-up of an assessment on both landscape character and visual amenity. Where likely

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		significant effects are anticipated the LVIA will consider and identify areas where it may be necessary and appropriate to put forward potential mitigation as part of an iterative design and assessment process. The health and safety of the public, local communities and employees is central to everything that we do. The UK has a carefully thought-out set of policies for protecting us all against Electric and Magnetic Fields (EMFs), the main component of which is exposure guidelines. The exposure guidelines are set by independent scientific bodies and are based on decades-long studies into the effects of EMFs and ill health. After those decades of research, the weight of evidence is against there being any health risks of EMFs below the guideline limits. Our approach is to ensure that our network comply with those policies, which are set by Government on the advice of their independent advisors. The Project will be designed to ensure it is fully compliant with these policies and guidelines. This ensures that health concerns are properly and adequately addressed. Policies for both noise and EMF are incorporated into the decision-making process for development consent as set out in National Policy Statement (NPS) EN-5. It is National Grid's policy to ensure that all its equipment complies fully with those policies and guidelines. The application for a Development Consent Order (DCO) will include assessments against these polices, including both construction and operational noise and EMF.
4.15.98	Suggest that the Project is routed away from the Lace Cottages in Minnow End (Chelmsford Road) as it is a Grade II listed building.	National Grid has routed and sited the 2023 preferred draft alignment in accordance with the Holford Rules. In order to move the draft alignment further away from the Lace Cottages we would have to increase the length of the overhead line and increase the number of angle pylons, which would be less consistent with the Holford Rules. TB138 to TB139 is currently proposed to be approximately midway between properties on Chelmsford Road, therefore, to move these pylons further away from one property would move them closer to another. We therefore are not currently proposing a change to the 2023 preferred draft alignment in this location, however we will continue to make changes to the 2024 preferred draft alignment as we receive further feedback and as the Project develops. We are undertaking an Environmental Impact Assessment (EIA) to assess the potential impact of the Project including on heritage assets, and this will identify any need for additional mitigation
4.15.99	Suggest that the Project is routed continuing on track after having crossed the A414 west of Writtle and then Nathans Lane and then cross Writtle Road before crossing the A12 west of, but close to, the Junction 15 intersection, before crossing the B1002, Maldon Road and the railway in quick succession. Suggest that the Project then changes direction to track broadly south to cross Ingatestone Road east of White Tyrrells Farm and the Stock Brook,	The proposed change was considered but is less preferred. It passes to the south of Hylands Park over Hylands Golf Centre before crossing the A12 and turning south. There are alternatives to the east or west of Margaretting Tye and alternatives to the east or west of White Tyrells. Compared with the 2023 preferred draft alignment, these are all longer and less direct (less consistent with Holford Rules) and transfer effects to other receptors and in some cases increase them (such as Hylands Golf Centre). It is also noted that the potential effects from the 2023 preferred draft alignment considered to be consistent with National Grid's duties and relevant planning policies and as such the alternative (and variants on it) were less preferred and no change is currently proposed. We will continue to make changes to the 2024 preferred draft alignment where practicable as we receive further feedback and as the Project develops. We are also undertaking an Environmental Impact Assessment (EIA) to assess the potential impact of the Project, and this will identify any need for additional mitigation.

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	before changing direction to link up with the proposed route as it crosses Mountnessing Road (e.g. to minimise impact on countryside around Ingatestone and Margaretting).	
4.15.100	Suggest that the Project is routed to more direct route between pylons TB169 to TB176 (to minimise impact on properties in Nathans Lane).	National Grid has reviewed the 2023 preferred draft alignment between TB169 and TB176, including a backcheck on the alternatives assessed prior to the 2023 non-statutory consultation. All alternative routeing options which would straighten the draft alignment between TB168 and TB176 would result in direct impacts to and loss of Ancient Woodland, because of these impacts these alternatives are not being taken forward at this stage. On this basis no change is currently proposed but we will continue to make changes to the 2024 preferred draft alignment where practicable as we receive further feedback and as the Project develops.
4.15.101	Suggest that the Project is routed to the north of Great Waltham (away from historic sites and listed buildings) / suggest that the Project is routed to the north and west of Little Waltham as set out in the Design Development Report (DDR) (June 2023) / Suggests the Project is routed through farmland to the north and west of Little Waltham.	National Grid has considered a more westerly alignment routed from the south of Great Leighs towards Pleshey and then southwards towards Chignal Smealey which would avoid routeing between Great Waltham and Little Waltham. Whilst noting the potential for some reduction to some effects (heritage and residential amenity) from the western alternative. It is noted that the alternative would lead to some transfer of effects from some residential properties to others and would introduce effects and require additional infrastructure over a less direct and longer route. With effects on the 2023 preferred draft alignment considered to be consistent with policy, the western alternative was not progressed. Environmental and other studies have not identified any further information to alter this previous conclusion and no new evidence has been provided by the respondent. On this basis no change is currently proposed. We will continue to make changes to the 2024 preferred draft alignment where practicable as we receive further feedback and as the Project develops.
4.15.102	Suggest that the Project should be routed away from Little Waltham Conversation Area and Great Waltham Conservation Area to reduce visual impact and to avoid breaching the Planning (Listed Buildings and Conservation Areas) Act 1990.	The Design Development Report published as part of the 2023 non-statutory consultation sets out National Grid's view that the additional length of route required to avoid passing between conservation areas weighs against the alternative in circumstances where we do not consider that the effects arising from the 2023 preferred draft alignment are at a level inconsistent with our relevant policies and duties to be economic and efficient. This consideration includes considering the Planning (Listed Buildings and Conservation Areas) Act 1990. We would note that as with other similar locations the presence of an effect does not of itself require change of route or technology. We are undertaking an Environmental Impact Assessment (EIA) to assess the potential impact of the Project, and this will identify any need for additional mitigation.
4.15.103	Suggest that the Project should be routed away from views from the driveway to	Projects of this nature are required to assess the potential environmental impacts of the proposals, and report on those, and set out proposed mitigation, in an Environmental Statement (ES) in accordance with the relevant Environmental Impact Assessment (EIA) Regulations. The EIA starts early in the process and, in that respect, a

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	Langleys House which is a Public Right of Way (PRoW) (plan provided by respondent).	considerable amount of assessment work has been undertaken to allow preliminary judgements to be made about the design and routeing of the Project. This has been set out in various publications (The Corridor and Preliminary Routeing and Siting Study (CPRSS), published as part of the 2022 non-statutory consultation, the Design Development Report, 2022 Non-Statutory Consultation Feedback Report and Strategic Options Backcheck and Review, published as part of the 2023 non-statutory consultation) with feedback helping shape the preliminary proposals. Further detailed assessment work has been undertaken since the 2023 non-statutory consultation and is published in the Preliminary Environmental Information Report (PEIR) to accompany the statutory consultation stage of the Project. National Grid, through the routeing and siting exercise, has sought to reduce the impact on the historic environment, landscape character and visual amenity National Grid will continue to consider the historic environment, landscape character and visual amenity (including views from heritage assets and Public Rights of Way (PRoW) networks) as we develop our proposals and seek to reduce effects where practicable. Langleys house is a Grade I listed building which sits within a Grade II Registered Park and Garden. National Grid is undertaking a Historic Environment Assessment and Landscape and Visual Impact Assessment (LVIA) that will, in addition to other topic specific assessments, form part of the Environmental Impact Assessment (EIA) for the Project. The Historic Environment Assessment will consider impacts on historic assets such as historic parks (including Registered Parks and Gardens and non-designated parks) including impacts on their setting. The LVIA will consider impacts on landscape character and visual amenity. The assessment of effects on visual amenity will consider views from PRoW networks. Where significant effects are anticipated the EIA will consider and identify areas for potential mitigation as part of an iterative design and assessment process.
4.15.104	Suggest that the Project should not be routed alongside the B1008 and A131.	National Grid considered a more westerly alignment routed away from the area where it follows the B1008 and A131 to the north of Little Waltham. This diverts from the 2023 preferred draft alignment from the south of Great Leighs towards Pleshey and then southwards towards Chignal Smealey. Whilst noting some reduction in effects, with this alternative this is a longer route. With effects on the 2023 preferred draft alignment considered to be consistent with policy, the western alternative was not progressed. Environmental and other studies have not identified any further information to alter this previous conclusion and no new evidence is provided by the respondent for diverting away from these roads. On this basis no change is currently proposed. We will continue to make changes to the 2024 preferred draft alignment where practicable as we receive further feedback and as the Project develops.
4.15.105	Suggest that the Project should run in closer to / parallel to the existing 400 kV overhead lines.	National Grid notes the potential for close paralleling existing overhead lines to reduce the level of effects that may arise from a new overhead line. However, where existing overhead lines are present along the proposed route, there are constraints and features that mean, overall, we consider close paralleling would lead to greater effects on receptors in the area and be less compliant with the Holford Rules or be less consistent with the policy to be economic and efficient. A number of residential properties are present in close proximity to the existing 400 kV overhead line meaning that if the overhead lines were close paralleled it would result in the properties having an overhead line close to both sides. There are also some locations where the combination of existing physical and environmental features (road infrastructure, commercial and residential properties etc) present very substantial challenges to routeing and siting. As a result,

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		whilst close paralleling may appear beneficial in some sections, overall, the increased environmental effects where the overhead lines have to converge and diverge, and those increased effects on properties with overhead lines on both sides are considered greater than those introduced by a new overhead line separated from existing 400 kV overhead lines. Whilst crossings and use of underground cable technology may be able to address various constrained locations, we consider the costs and environmental effects arising from the additional infrastructure required to be less compliant with our duties and relevant policies.
4.15.106	Suggest that the Project TB137, TB136, TB138 should be moved back away from Little Waltham.	National Grid considered a more westerly alignment routed away from Little Waltham diverting from the south of Great Leighs towards Pleshey and then southwards towards Chignal Smealey. Whilst noting some reduction in effects, with this alternative this is a longer route. With effects on the 2023 preferred draft alignment considered to be consistent with policy, the western alternative was not progressed. Environmental and other studies have not identified any further information to alter this previous conclusion and no new evidence is provided by the respondent. We are undertaking an Environmental Impact Assessment (EIA) to assess the potential impact of the Project, and this will identify any need for additional mitigation which will include consideration of alternative pylon types (for example low height lattice). At this stage and on this basis no change is currently proposed. We will continue to make changes to the 2024 preferred draft alignment where practicable as we receive further feedback and as the Project develops.
4.15.107	Suggest that the Project uses option 1 or 2 as originally proposed near Ingatestone Hall (plan provided by respondent) to visual impact and engineering challenges.	National Grid has considered a variety of alignment alternatives as set out in the 2023 Design Development Report (DDR)and as further set out in the 2024 Design Development Report published as part of the 2024 statutory consultation. For the reasons set out in these documents the changes proposed by the respondent are considered less preferred. We therefore are not currently proposing a change to the 2023 preferred draft alignment in this location, however we will continue to make changes to the 2024 preferred draft alignment as we receive further feedback and as the Project develops.
4.15.108	Suggest that the Project uses underground cables from pylon TB120 to TB110 (i.e., due to the need to navigate UK Power Networks' (UKPN) 132 kV overhead line to the south of Queen's Wood).	It is more economic and efficient and there are much lower environmental effects associated with undergrounding existing 132 kV overhead lines where they need to be crossed by the new 400 kV overhead line. Further details of the works proposed in this location will be published as part of the 2024 statutory consultation.
4.15.109	Suggest that the route is reverted back to the 2022 preferred draft corridor at Bushy Wood to mitigate the impact of the Project on residence at Beaumont Otes Farm (e.g., with the Project routed to the north-west of	National Grid has reviewed the 2023 preferred draft alignment in the vicinity of Bushy Wood and the request to move the alignment to the north-west of the wood. Following further assessment, if the 2023 preferred draft alignment was to move to the north-west of the woodland it would be closer to properties on Woodhall Hill than the properties at Beaumont Otes Farm on the 2023 preferred draft alignment, therefore it is proposed that the draft alignment remain to the south-east of Bushy Wood. We have proposed a slight change to the draft alignment to move closer to Bushy Wood and straighten the overhead line, removing the angle pylon at TB150, this would also move the 2023 preferred

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	Bushy Wood, rather than to the south-west of Bushy Wood).	draft alignment slightly further away from properties at Beaumont Otes Farm. We will continue to make changes to the 2024 preferred draft alignment where practicable as we receive further feedback and as the Project develops.
4.15.110	Suggest that underground cables are routed in agricultural land rather than residential land.	Any underground cable routeing of the Project is through agricultural land and has avoided private houses and gardens. If a landowner is concerned that we have not avoided residential land in a specific area please contact the lands team and provide the details of the location so this can be checked: Norwich-Tilbury@fishergerman.co.uk or by calling us on Freephone 0808 175 3314. Alternatively, you can write to Norwich to Tilbury Land Team, Fisher German, The Atrium, Risby Business Park, Newmarket Road, Risby, Bury St Edmunds, IP28 6RD.
4.15.111	Suggest that underground cables are used between Little and Great Waltham / suggest that underground cables are used within at Little Waltham.	National Grid has carefully considered the feedback received during the 2023 non-statutory consultation, the alternatives available, and other factors including our duties and obligations. These duties include balancing the need to be economic, efficient, and keep costs down in the interests of the bill-paying consumers, balanced against a duty to have regard to preserving amenity, the natural environment, cultural heritage, landscape, and visual quality. National Policy Statement (NPS) EN-5 makes clear that *'the Government's position that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or Areas of Outstanding Natural Beauty (AONBs))'.* The NPS also confirms that widespread and significant adverse landscape and/or visual impacts in other locations may also justify the use of undergrounding. We may also adopt underground cables in other circumstances such as to cross existing 400 kV overhead line infrastructure. No such designations or crossing locations have been identified at Little and Great Waltham which is therefore proposed as an overhead line at this stage. We are undertaking an Environmental Impact Assessment (EIA) to assess the potential impact of the Project, and this will identify any need for additional mitigation.
4.15.112	Suggest that underground cables are used for the entire Project.	National Grid has carefully considered the feedback received during consultation, the alternatives available, and other factors including our duties and obligations. These duties include balancing the need under The Electricity Act 1989 to be economic and efficient, which includes keeping costs down in the interests of the bill-paying consumers, with a duty to have regard to preserving amenity, which includes the natural environment, cultural heritage, landscape and visual quality. The National Policy Statement (NPS) EN-5 makes clear that *'the Government's position that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or Areas of Outstanding Natural Beauty (AONBs))'.* The NPS also confirms that widespread and significant adverse landscape and/or visual impacts in other locations may also justify the use of undergrounding. We may also adopt underground cables in other circumstances such as to cross existing 400 kV overhead line infrastructure. Therefore, whilst undergrounding the whole route is not considered appropriate, National Grid's proposals do include underground cable within the Dedham Vale Area of Outstanding Natural Beauty (AONB) in accordance with NPS EN-5. Prior to our 2023 non-statutory consultation we identified the need to extend the underground cable beyond the AONB boundary because of potential effects, we have further extended this section of underground

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		cable following consideration of feedback on our 2023 non-statutory consultation and additional investigation into potential effects. We also identified an approximately 4 km section near Great Horkesley as meeting the particularly sensitive criteria where underground cable is also proposed and following consideration of feedback to the 2023 non-statutory consultation, we are reviewing the potential to utilise around 2 km of underground cable near Diss though this is subject to review of the findings of ground investigations and further studies. Additionally, underground cable is proposed at Fairstead for a 400 kV overhead line crossing and for around 5 km for the crossing of the Lower Thames Crossing proposals and line entry to Tilbury Substation.
4.15.113	Suggest the use of T-pylons in Chelmsford.	The 2024 preferred draft alignment reflects the use of standard lattice pylons. The use of other pylon designs is still under consideration, if an overhead line route is progressed. National Grid has and will continue to carry out further assessments on pylon design. Our assessments will include visual impacts and mitigation, environmental and ecological considerations, construction, and lifetime maintenance effects. Different designs in use in the UK include: • standard lattice; • lower height lattice; and • T-pylons. The findings from our assessments will be published in Appendix C of the Design Development Report (DDR) as part of our 2024 statutory consultation. We will continue to consider the use of alternative pylon types should further feedback be received from the 2024 statutory consultation.
4.15.114	Suggest underground cables are used when the Project crosses the floor of the Chelmer River Valley.	National Grid has carefully considered the feedback received during the 2023 non-statutory consultation, the alternatives available, and other factors including our duties and obligations. These duties include balancing the need to be economic, efficient, and keep costs down in the interests of the bill-paying consumers, balanced against a duty to have regard to preserving amenity, the natural environment, cultural heritage, landscape, and visual quality. National Policy Statement (NPS) EN-5 makes clear that *'the Government's position that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or Areas of Outstanding Natural Beauty (AONBs))'*. The NPS also confirms that widespread and significant adverse landscape and/or visual impacts in other locations may also justify the use of undergrounding. We may also adopt underground cables in other circumstances such as to cross existing 400 kV overhead line infrastructure. No such designations or crossing locations have been identified in this section which is therefore proposed as an overhead line at this stage. We are undertaking an Environmental Impact Assessment (EIA) to assess the potential impact of the Project, and this will identify any need for additional mitigation.
4.15.115	Suggestion that Project is routed away from / the Project should not be located at a specific location.	Further assessment and technical appraisal have been undertaken following feedback received from the 2023 non-statutory consultation which has resulted in several changes to the current draft alignment. Further details on these changes can be found in the Design Development Report (DDR), published as part of the 2024 statutory consultation. Further changes to the draft alignment will be considered as the Project develops.

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4.15.116	Suggestion that Project is routed away from / the Project should not be located at Hylands Estate.	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Hylands Estate. In the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the draft alignment. Guidelines on overhead line routeing are known as the *'Holford Rules'* which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Chapter 1 of this report.
4.15.117	Suggestion the Project is routed away from / the Project should not be located at Broomfield.	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Broomfield. In the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the draft alignment. Guidelines on overhead line routeing are known as the *'Holford Rules'* which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Chapter 1 of this report.
4.15.118	Suggestion the Project is routed away from / the Project should not be located at Chelmsford.	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Chelmsford. In the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the draft alignment. Guidelines on overhead line routeing are known as the *'Holford Rules'* which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Chapter 1 of this report.
4.15.119	Suggestion the Project is routed away from / the Project should not be located at Chignall Smeally.	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Chignall Smeally. In the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the draft alignment. Guidelines on overhead line routeing are known as the *'Holford Rules'* which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Chapter 1 of this report.
4.15.120	Suggestion the Project is routed away from / the Project should not be located at Chignall St James.	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Chignall St James. In the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the draft alignment. Guidelines on overhead line routeing are known as the *'Holford Rules'* which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Chapter 1 of this report.
4.15.121	Suggestion the Project is routed away from / the Project should not be located at Great Waltham.	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Great Waltham. In the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the draft alignment. Guidelines on overhead line routeing are known as the *'Holford Rules'* which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Chapter 1 of this report.

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4.15.122	Suggestion the Project is routed away from / the Project should not be located at Ingatestone.	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Ingatestone. In the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the draft alignment. Guidelines on overhead line routeing are known as the *'Holford Rules'* which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Chapter 1 of this report.
4.15.123	Suggestion the Project is routed away from / the Project should not be located at Little Waltham.	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Little Waltham. In the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the draft alignment. Guidelines on overhead line routeing are known as the *'Holford Rules'* which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Chapter 1 of this report.
4.15.124	Suggestion the Project is routed away from / the Project should not be located at Margaretting.	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Margaretting. In the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the draft alignment. Guidelines on overhead line routeing are known as the *'Holford Rules'* which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Chapter 1 of this report.
4.15.125	Suggestion the Project is routed away from / the Project should not be located at Roxwell.	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Roxwell. In the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the draft alignment. Guidelines on overhead line routeing are known as the *'Holford Rules'* which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Chapter 1 of this report.
4.15.126	Suggestion the Project is routed away from / the Project should not be located at Writtle.	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Writtle. In the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the draft alignment. Guidelines on overhead line routeing are known as the *'Holford Rules'* which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Chapter 1 of this report.
4.15.127	Suggests moving line at/around TB191 as this is situated on the site of a future green farmstead development.	National Grid considers development proposals within the planning system or as indicated by relevant local plan allocations. We have considered those developments known in this area. Whilst noting the respondent's aspirations these have no formal planning status and may not be achievable. Stakeholders have the opportunity to update us of any potential interactions in respect of future development in responding to our 2024 statutory consultation. In the absence of any identified conflict with development proposals no change to the 2023 preferred draft alignment is currently proposed. We will continue to make changes to the 2024 preferred draft alignment where practicable as we receive further feedback and as the Project develops.

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4.15.128	Suggests moving/removing/repositioning pylons TB239, TB240, TB241 and straightening the line between TB238/237/236/235 and TB242 (plan of options provided by respondent).	National Grid has reviewed the change proposed but considers it to be less preferred because of the effects an alignment parallel to the 132 kV overhead line would have on flight activities at Thurrock airstrip. The 2023 preferred draft alignment is positioned to avoid interference with flight activities whilst also being constrained by pylon positioning to avoid buried gas pipelines. Therefore, no change to the 2023 preferred draft alignment is currently proposed. We will continue to make changes to the 2024 preferred draft alignment where practicable as we receive further feedback and as the Project develops.
4.15.129	Suggests TB174 should be moved south along the existing line to obscure pylons behind trees and reduce effects on views from residences.	National Grid has reviewed the 2023 preferred draft alignment in this area and is proposing to move TB174 slightly further south along the 2023 preferred draft alignment as requested. There will be a further opportunity to feedback at our 2024 statutory consultation, we will continue to make changes to the 2024 preferred draft alignment where practicable as we receive further feedback and as the Project develops.
4.15.130	Suggests that pylon TB159 should be routed away from residential development at Roxwell Road, Writtle.	National Grid has routed and sited the 2023 preferred draft alignment in accordance with the Holford Rules. We have also taken account of development plan allocations and development proposals within the planning system, none of which have been identified at this location. TB158 and TB159 have been sited in their current location due to the requirement to cross Roxwell Road in that location due to this being the most appropriate crossing point without further constraints to routeing. In order to change the location of these pylons we would have to increase the length of the overhead line and increase the number of angle pylons, which would be less consistent with the Holford Rules. We have made a slight change to TB159 which would move this pylon slightly to the south-west which would move it slightly further away from properties along Roxwell Road. We will continue to make changes to the 2024 preferred draft alignment as we receive further feedback and as the Project develops.
4.15.131	Suggests that the pylon in the field to the north-west of Sparrowhawk Wood, Broads Green be moved away from residential buildings (TB141).	National Grid has reviewed the 2023 preferred draft alignment, specifically TB141 in the vicinity of Broads Green. Due the presence of several constraints such as Sparrowhawk Wood, it is not possible to move TB141 further away from properties to the east of Broads Green. Further details on the changes proposed and assessed in this area can be seen in the Design Development Report (DDR), published as part of the 2024 statutory consultation. On this basis, no change is currently proposed but we will continue to make changes to the 2024 preferred draft alignment where practicable as we receive further feedback and as the Project develops.
Economic / Employment Impact		
4.15.134	Concern about the negative impact on businesses in the area.	Through the routeing and siting exercise National Grid has sought and will continue to reduce as far as practicable impacts to businesses. To reduce potential impacts, we are identifying businesses and enterprises and their primary function, and also those that are likely to generate tourism such as private gardens and parks. These have been and will continue to be considered during the iterative design process. Impacts on local businesses will be presented within a Socio-economics, Recreation and Tourism assessment which is being undertaken and will be written up to form part of the Environmental Impact Assessment (EIA). As part of this assessment, a range of measures are being considered throughout the construction phase of the Project to minimise

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		disruption to businesses and their users. These measures will be identified within the Environmental Statement (ES) that will accompany the Development Consent Order (DCO) application.
Environmental Impact		
4.15.135	Concern about the negative impact of the Project on the Green Belt(s).	To connect a new transmission connection into Tilbury Substation it will be necessary to route through the Metropolitan Green Belt. National Grid has considered the effects on the Green Belt and all of the options connecting into Tilbury identified in the Corridor and Preliminary Routeing and Siting Study (CPRSS) would result in new and upgraded infrastructure in the Green Belt. The National Electricity Transmission System (NETS) transports energy from where it is generated to where it is used, in homes, schools, hospitals, businesses, and factories. Electricity networks are an established feature in our landscapes, taking energy across open countryside to towns and cities where it is needed. To ensure the national electricity network can transport energy efficiently there are numerous electricity transmission connections crossing Green Belts. Many of these connections are by way of overhead lines. By their nature, electricity transmission infrastructure (overhead lines) within the Green Belt is inevitable due to the need to transport energy around the country and the need to avoid the most built-up areas around our towns and cities (Holford Rule Supplementary Note 1). Some electricity infrastructure such as overhead lines, are considered to be engineering operations. By the nature of their design, and the sensitive siting, some of this infrastructure such as pylons and conductors may not be considered inappropriate development in the Green Belt as they do not conflict with Green Belt purposes and preserve openness. Although overhead lines may occupy long corridors within Green Belt, they involve little physical change to the land through which they pass and leave a large majority of the land beneath them free from development and therefore open. National Grid will submit a Planning Statement with its Development Consent Order (DCO) application which will assess the impacts of the Norwich to Tilbury Project on the Green Belt.
4.15.136	Concern that the Project will impact designated sites (e.g., Sites of Special Scientific Interest (SSSI), Ancient Woodland and a Royal Society for the Protection of Birds (RSPB) reserve).	Through routeing and siting, National Grid has sought and will continue to reduce as far as practicable impacts on biodiversity and in particular features of high ecological value, such as Sites of Special Scientific Interest (SSSI), Special Protection Areas (SPAs), Ramsar sites and Ancient Woodland. The process of route design takes account of existing biodiversity, the natural environment and, where practicable, seeks to reduce potential impacts on areas of ecological sensitivity, through avoidance or mitigation. The Environmental Impact Assessment (EIA) for the Project will assess the effects on biodiversity (which includes receptors such as SSSIs, SPAs, Ramsar sites and Ancient Woodland) and where necessary will detail mitigation requirements. The assessment methodology has been discussed and agreed with Natural England and the assessment will be presented in the Environmental Statement (ES) or Habitats Regulations Assessment (HRA) depending on potential impact pathways. We will continue to engage with Natural England, the Royal Society for the Protection of Birds (RSPB) and other relevant stakeholders on aspects relating to biodiversity and the natural environment, including appropriate mitigation measures and techniques, and will take their views into account as the Project continues to develop.

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4.15.137	Concern that the Project will result in a negative impact on the environment generally (no details given).	Through routeing and siting, National Grid has sought and will continue to reduce as far as practicable impacts on the environment. National Grid is undertaking an Environmental Impact Assessment (EIA) for the Project. The results of this assessment will be provided in the Environmental Statement (ES) that will accompany the Development Consent Order (DCO) application. The ES will identify and assess the likely significant effects on the environment resulting from the construction and operation (and maintenance) of the Project and will recommend appropriate mitigation measures to reduce potential effects. The scope of the EIA is included in the Scoping Report which was submitted to the Planning Inspectorate in November 2022. We will continue to engage with a range of stakeholders (including Statutory Environmental Bodies (SEBs) and relevant Local Planning Authorities (LPAs)) throughout the development of the Project design and environmental assessment work.
4.15.138	Suggest that areas other than the Area of Outstanding Natural Beauty (AONB) should be protected / Criticism that only the AONB has been considered.	National Policy Statement (NPS) EN-5 states that the Government considers overhead lines to be appropriate and acceptable in most instances, although it recognises that that there may be, at particularly sensitive locations, potential adverse landscape and visual impacts of overhead line infrastructure that make it inconsistent with our duties and relevant planning policy. The Area of Outstanding Natural Beauty (AONB) designation in this section is one such location where there is a presumption that underground cable technology is adopted with the extent of underground cabling extending beyond the boundary in response to the potential for the Project to affect the Natural Beauty of the AONB. Our current proposals include a total of approximately 20 km of underground cable through and in the vicinity of the Dedham Vale AONB, including a section at Great Horkesley to reduce the changes in views and setting of the AONB from within and adjacent to its designated boundary. Underground cabling is also proposed for short section for a 400 kV overhead line crossing near Fairstead and approximately 5 km from just north of the Lower Thames Crossing (LTC) through to Tilbury Substation. Projects of this nature are required to assess the potential environmental impacts of the proposals, and report on those, and set out proposed mitigation, in an Environmental Statement (ES) in accordance with the relevant Environmental Impact Assessment (EIA) Regulations. The EIA starts early in the process and, in that respect, a considerable amount of assessment work has been undertaken to allow preliminary judgements to be made about the design and routeing of the Project. This has been set out in various publications (The Corridor and Preliminary Routeing and Siting Study (CPRSS), published as part of the 2022 non-statutory consultation, the Design Development Report, 2022 Non-Statutory Consultation Feedback Report and Strategic Options Backcheck and Review, published as part of the 2023 non-statutory consultation) with feedback helping shape the preliminary proposals. Further detailed assessment work has been undertaken since the 2023 non-statutory consultation and is published in the Preliminary Environmental Information Report (PEIR) to accompany the statutory consultation stage of the Project. National Grid will be writing up its Landscape and Visual Impact Assessment (LVIA) that will, in addition to other topic specific assessments, form the latter part of the EIA for the Project. This will include a write-up of an assessment on both landscape character and visual amenity. Where likely significant effects are anticipated the LVIA will consider and identify areas where it may be necessary and appropriate to put forward potential mitigation as part of an iterative design and assessment process.

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Financial Compensation		
4.15.139	Concern that the Project will devalue property / impact on property value in this section.	National Grid acknowledges that its proposals may cause concern to landowners. Diminishment of property value known as 'injurious affection' and any other appropriate heads of claim will be considered on an individual basis in accordance with current legislation. We will pursue a voluntary agreement with affected landowners, acquiring rights in accordance with our Land Rights Strategy (the strategy is subject to review). If a voluntary agreement cannot be reached, then the Compulsory Purchase Code allows for a claim of compensation for the loss that property owners may have suffered as a direct result of the retained part of your property ownership being worth less as a direct result of the works. If there are any specific concerns about the devaluation of property National Grid would advise seeking third party advice or alternatively please contact the Project team: Norwich-Tilbury@fishergerman.co.uk or by calling us on Freephone 0808 175 3314. Alternatively, you can write to Norwich to Tilbury Land Team, Fisher German, The Atrium, Risby Business Park, Newmarket Road, Risby, Bury St Edmunds, IP28 6RD.
4.15.140	Request for adequate financial compensation / suggest that impacted individuals need to be compensate.	All affected landowners will be compensated for any temporary/permanent losses, and this will be dealt with on a case-by-case basis. If there are any specific concerns requiring compensation and how it will be assessed, please contact the Project team: Norwich-Tilbury@fishergerman.co.uk or by calling us on Freephone 0808 175 3314. Alternatively, you can write to Norwich to Tilbury Land Team, Fisher German, The Atrium, Risby Business Park, Newmarket Road, Risby, Bury St Edmunds, IP28 6RD. Additionally, we await details of how Government intends to implement its proposals for those living in close proximity to new electricity infrastructure.
Health, Safety and Wellbeing		
4.15.141	Concern that the Project may result in a negative impact on mental health / health and wellbeing.	National Grid recognises people may have concerns about the health effects of living close to an overhead line, and that the uncertainty whilst the proposals are developed may cause anxiety. We have sought to reduce potential effects on communities and residents through routeing and design. We have also sought to reduce concern or uncertainty about the proposals through making timely design decisions and engaging with the people and stakeholders throughout the development of the Project. The Project team will continue to engage with people potentially affected during the development of the Project, through regular communication including letters, phone calls and meetings. This will enable concerns to be raised and discussed at an early opportunity and provide a regular point of contact to respond to queries and concerns. We urge anyone with concerns to get in touch through the Norwich to Tilbury Freephone number, address or email throughout the development of the Project: • **Call our Community Helpline:** 0800 915 2497 (Lines are open Monday to Friday 9am-5:30pm)

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		• **Email us:** contact@n-t.nationalgrid.com • **Write to us**: FREEPOST N TO T (No stamp or further address details are required) The UK has a carefully thought-out set of policies for protecting us all against Electric and Magnetic Fields (EMFs), the main component of which is exposure guidelines. Those exposure guidelines are set by independent scientific bodies and are based on decades-long studies into the effects of EMFs and ill health. After those decades of research, the weight of evidence is against there being any health risks of EMFs below the guideline limits. These policies are incorporated into the decision-making process for development consent in National Policy Statement (NPS) EN-5. It is National Grid's policy to ensure that all of its equipment comply fully with those exposure limits. Our approach is to ensure that all our equipment complies with the policies, which are set by Government on the advice of their independent advisors. The proposed overhead lines, underground cables and substation will be designed to ensure they are fully compliant with these policies and guidelines. This ensures that health concerns relating to EMFs are properly and adequately addressed.
4.15.142	Concern that the pylon line passes 18 m from the stables at the Haven, Writtle and 80 m from neighbouring kennel and cattery (impact on domestic animals and humans caring for them).	In the UK, there are exposure limits in place to protect against Electric and Magnetic Field (EMF) exposure. These exposure limits have been set by an independent authoritative scientific body after carefully reviewing scientific research investigating magnetic fields and health. After decades of research into EMF and health there are no established health effects below the exposure limits. We will ensure that all overhead lines comply with those exposure limits, which again will be publicly available as part of the Development Consent Order (DCO) process. As well as possible effects on humans, possible effects of EMFs on various animals have been studied a number of times. No proven effects of EMFs have been found in any species at levels below the guidelines. This is confirmed in National Policy Statement (NPS) EN-5 which states: *'There is little evidence that exposure of crops, farm animals or natural ecosystems to transmission line EMFs has any agriculturally significant consequences.'*
4.15.143	Concern that the siting of overhead lines presents a risk to balloons in the area (e.g., near Writtle).	National Grid has appointed an independent aviation consultancy, who have assessed ballooning activities across the Project. Hot air balloons take off vertically and then travel with the wind. There is some control on landing e.g. to avoid obstacles or to locate a suitable landing area by firing the burners (to increase the altitude) or by opening the parachute valve to release hot air (to reduce the altitude). It should therefore be possible for the pilot to avoid the overhead line if the balloon gets close. It should also be noted that there are existing overhead lines close to the proposed development that such activities are currently able to avoid. The proposed overhead line does not impose an unacceptable safety risk for balloons operating in the area.
4.15.144	Concern that the siting of overhead lines presents a risk to light aircrafts in the area.	Our review of airfields within 4 km of the preferred corridor identified 10 General Aviation (GA) sites, one military site (Wattisham Flying Station) and the Mid and South Essex National Health Service (NHS) Broomfield Hospital which receives helicopters from a helipad on the roof of the main hospital building. We have also considered other airfields and flight activities where these have been identified through the 2022 and 2023 non-statutory consultations including for ballooning and for model flying. As well as considering feedback, National Grid's aviation advisers (an independent aviation consultancy) have directly engaged with these parties.

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		A number of route alignment and pylon positioning changes have been made following consideration of feedback and in all but one case the assessment concludes that the airfields can continue to operate. In the remaining case of a private airstrip near Little Burstead we continue to liaise with the operator to identify an appropriate solution. Specifically in respect of Wattisham Flying Station our proposals position the alignment onto relatively lower ground (to remove the potential for interference with Instrument Landing System (ILS) radar) and adopt an alignment closer to the existing 132 kV overhead line and include replacing part of the 132 kV line south of Offton by underground cable to avoid a new overhead line corridor being introduced. We will continue to engage with relevant parties as appropriate throughout the project development process.
Heritage		
4.15.145	Concern about archaeological impacts (including impacts on sites of significance).	Through routeing and siting National Grid has sought and will continue to reduce as far as practicable potential impacts on the historic environment. We will be writing up our Historic Environment Assessment which will form part of the Environmental Impact Assessment (EIA) and will identify likely significant effects on archaeological sites. To inform this assessment, we are undertaking desk-based assessment and a suite of archaeological surveys to understand the baseline historic environment and refine the Project design further. We will continue to engage with Historic England and relevant Local Planning Authorities (LPAs) on aspects relating to heritage, including appropriate mitigation measures and techniques and to take their views into account as the Project continues to develop.
4.15.146	Concern about the negative impact on heritage buildings / listed buildings / historical site and suggest that the Project is routed away from or not located at heritage buildings / listed buildings / historical sites.	Through routeing and siting National Grid has sought to and will continue to reduce as far as practicable potential impacts on the historic environment, including listed buildings and known heritage assets. If potential impacts on the historic environment are identified, we will explore a range of mitigation measures such as careful siting of pylons and screening (both new and existing) to reduce potential impacts where practicable. This will be presented within the Historic Environment Assessment which will be written up and will form part of the Environmental Impact Assessment (EIA) for the Project. We will continue to engage with Historic England and relevant Local Planning Authorities (LPAs) on aspects relating to heritage, including appropriate mitigation measures and techniques and will take their views into account as the Project continues to develop.
Mitigation		
4.15.147	Suggest mitigation measures (e.g., through planting and screening measures / replanting / rewilding / habitats replacement).	Through the routeing and siting exercise, National Grid has sought to, and will continue to seek to maximise the use of existing landform and vegetation to screen and filter views of the Project as far as practicable as it passes through the wider landscape. Where new infrastructure is required as part of the Project and the Environmental Impact Assessment (EIA) concludes that additional mitigation would be appropriate, measures to reduce effects can include the use of underground cables in the areas of highest amenity value (e.g. the Dedham Vale Area of Outstanding Natural Beauty (AONB)), sympathetic siting of infrastructure including substations, Cable Sealing End (CSE) compounds and pylons, and where necessary a range of mitigation planting for the purpose of softening and screening. The Environment Act 2021 introduces a mandatory requirement for 10% Biodiversity Net Gain (BNG) for new Development Consent Order (DCO) developments (which is not yet in force). We have committed to deliver Net Gain

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		of at least 10% or greater in environmental value (including BNG) on all construction projects. The Net Gain target for the Project is currently voluntary and aligned with our corporate sustainability commitment. As well as seeking to avoid and minimise impacts to nature, the Project will consider the land required for mitigation, compensation and enhancement that can deliver BNG and wider environmental benefits, which will be identified as the Project design develops. This may require delivery of offsite Biodiversity Units via habitat creation or enhancement actions in strategic areas, and we will consider all options that are available to us.
Public Rights of Way (PRoW)		
4.15.148	Concern about the negative impact on Public Rights of Way (PRoW).	Through routeing and siting, National Grid has sought to and will continue to reduce, as far as practicable, impacts and disruption to Public Rights of Way (PRoW). The iterative process of route design has identified the existing PRoW network and their wider connectivity and sought where practicable to reduce and where possible remove impacts to PRoW. If mitigation is required, measures may include the temporary closure of PRoW during the construction phase, and where practicable a diversion to allow for the continued use and movement of the wider PRoW network. Effects on PRoW will be mitigated where possible, maintaining access where practicable, with closures as a last resort. We will continue to engage with relevant stakeholders on the PRoW network to enable feedback and input to be considered as the Project develops. A PRoW Management Strategy will be prepared as part of the Outline Code of Construction Practice (CoCP) and submitted with the Development Consent Order (DCO) application.
4.15.149	Suggest mitigation measures for Public Rights of Way (PRoW).	Through routeing and siting, National Grid has sought to and will continue to reduce, as far as practicable, impacts and disruption to Public Rights of Way (PRoW). The iterative process of route design has identified the existing PRoW network and their wider connectivity and sought where practicable to reduce and where possible remove impacts to PRoW. In the event that mitigation is required, measures may include, the temporary closure of PRoW during the construction phase, and where practicable a diversion to allow for the continued use and movement of the wider PRoW network. Effects on PRoW will be mitigated where possible, maintaining access where practicable, with closures as a last resort. National Grid will continue to engage with relevant stakeholders on the PRoW network to enable feedback and input to be considered as the Project develops. A PRoW Management Strategy will be prepared as part of the Outline Code of Construction Practice (CoCP) and submitted with the Development Consent Order (DCO) application.
Question		
4.15.150	Request for further information regarding the works that will need to be accommodated on the respondent's land, including access routes, undergrounding of existing district network operator	Further details of the works will be published as part of the 2024 statutory consultation. In respect of a substation opportunity, customer connections are offered and signed based on the customers' requirements and the ability of the system to perform against the required standards. Customers are offered connection points based on system studies at the time of application. The customer has the ability to modify the application if they wish to. In this case it is for the customer to follow the appropriate process to seek a connection rather than a connection being made available as an integral part of the Project.

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	infrastructure and opportunities for a substation situated on the land connecting into the new line.	
4.15.151	Will the route west of Writtle be formally surveyed?	A full suite of ecological surveys is currently underway across the Project. A detailed survey scoping exercise has been undertaken to determine the most appropriate survey type, methods and location based on a range of factors including existing records, habitat suitability and likely impacts. West of Writtle specifically, the survey scope currently includes habitat, bat, water vole, otter and badger surveys. Further secondary ecological surveys may be deemed necessary following stage 1 visits. Survey scope has been discussed and agreed with the relevant stakeholders to ensure a robust baseline assessment. National Grid welcome receipt of any additional local information.
Request		
4.15.152	Request for more information on if the route will be visible from Ongar Road, Writtle.	The preferred draft alignment crosses the A414 Ongar Road. Projects of this nature are required to assess the potential environmental impacts of the proposals, and report on those, and set out proposed mitigation, in an Environmental Statement (ES) in accordance with the relevant Environmental Impact Assessment (EIA) Regulations. The EIA starts early in the process and, in that respect, a considerable amount of assessment work has been undertaken to allow preliminary judgements to be made about the design and routeing of the Project. This has been set out in various publications (The Corridor and Preliminary Routeing and Siting Study (CPRSS), published as part of the 2022 non-statutory consultation, the Design Development Report, 2022 Non-Statutory Consultation Feedback Report and Strategic Options Backcheck and Review, published as part of the 2023 non-statutory consultation) with feedback helping shape the preliminary proposals. Further detailed assessment work has been undertaken since the 2023 non-statutory consultation and is published in the Preliminary Environmental Information Report (PEIR) to accompany the statutory consultation stage of the Project. National Grid will be writing up its Landscape and Visual Impact Assessment (LVIA) that will, in addition to other topic specific assessments, form the latter part of the EIA for the Project. This will include a write-up of an assessment on both landscape character and visual amenity. Where likely significant effects are anticipated the LVIA will consider and identify areas where it may be necessary and appropriate to put forward potential mitigation as part of an iterative design and assessment process.
4.15.153	Request that consideration is given to the potential design of pylons TB178, TB179, and TB180 to mitigate impacts on Sedum Ltd's existing businesses.	The 2024 preferred draft alignment reflects the use of standard lattice pylons. The use of other pylon designs is still under consideration, if an overhead line route is progressed. We have and will continue to carry out further assessments on pylon design. Our assessments will include visual impacts and mitigation, environmental and ecological considerations, construction, and lifetime maintenance effects. Different designs in use in the UK include: • standard lattice; • lower height lattice; and • T-pylons.

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		The findings from our assessments will be published in Appendix C of the Design Development Report as part of our 2024 statutory consultation. We will continue to consider the use of alternative pylon types should further feedback be received from the 2024 statutory consultation.
4.15.154	Request that the current project route alignment near Blasford Hill remains the same, or if moved it is kept at a minimum distance of 450 m from Opus development (plan provided by respondent).	National Grid notes the respondent's feedback, no change to the 2023 preferred draft alignment is currently proposed in this area.
Tourism		
4.15.155	Concern about the impact of the Project on tourism.	National Grid has a duty under the Electricity Act 1989 to have regard to the desirability of (amongst other things) preserving natural beauty, and to do what it reasonably can to mitigate the associated effects of new infrastructure. Through routeing and siting we have sought to avoid, as far as practicable, locations important for leisure and tourism. This includes taking forward a preferred draft route alignment which included changes to reduce effects on sites important for tourism such as Bressingham Steam Museum and Gardens. We will continue to consider these locations as we develop our proposals and seek to reduce effects, by implementing measures such as, the use of underground cables in the areas of highest amenity value (Dedham Vale Area of Outstanding Natural Beauty (AONB)), and appropriately control construction related traffic movements during the construction phase to minimise disruption to local road users. Potential impacts on leisure and tourism will be presented within a Socio-economics, Recreation and Tourism assessment which is being written up and will form part of the Environmental Impact Assessment (EIA). As part of this assessment, a range of measures are being considered throughout the construction phase of the Project to minimise disruption on leisure and tourism. These include traffic management, signage and routeing measures. These will be identified within the Environmental Statement (ES), the Outline Code of Construction Practice (CoCP) and the Outline Construction Traffic Management Plan (CTMP).
Visual Impact		
4.15.156	Concern about the cumulative effect of onshore National Grid projects within this section.	National Grid is, as part of the Environmental Impact Assessment (EIA) for the Project, undertaking a cumulative effects assessment in accordance with the Planning Inspectorate's Advice Note Seventeen 'Cumulative Effects Assessment'. We will also engage with developers of infrastructure projects and other National Grid project teams in the area to understand their development plans and to identify complementary design principles and parameters where available and if practicable.

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4.15.157	Concern about the cumulative effect of the Project alongside existing overhead lines.	National Grid is, as part of the Environmental Impact assessment (EIA) for the Project, undertaking a cumulative effects assessment in accordance with the Planning Inspectorate's Advice Note Seventeen 'Cumulative Effects Assessment'. Projects of this nature are required to assess the potential environmental impacts of the proposals, and report on those, and set out proposed mitigation, in an Environmental Statement (ES) in accordance with the relevant EIA Regulations. The EIA starts early in the process and, in that respect, a considerable amount of assessment work has been undertaken to allow preliminary judgements to be made about the design and routeing of the Project. This has been set out in various publications (The Corridor and Preliminary Routeing and Siting Study (CPRSS), published as part of the 2022 non-statutory consultation, the Design Development Report, 2022 Non-Statutory Consultation Feedback Report and Strategic Options Backcheck and Review, published as part of the 2023 non-statutory consultation) with feedback helping shape the preliminary proposals. Further detailed assessment work has been undertaken since the 2023 non-statutory consultation and is published in the Preliminary Environmental Information Report (PEIR) to accompany the statutory consultation stage of the Project. National Grid will be writing up its Landscape and Visual Impact Assessment (LVIA) that will, in addition to other topic specific assessments, form the latter part of the EIA for the Project. This will include a write-up of an assessment on both landscape character and visual amenity. Where likely significant effects are anticipated the LVIA will consider and identify areas where it may be necessary and appropriate to put forward potential mitigation as part of an iterative design and assessment process. For the LVIA, information will be gathered on the existing applicable environment / receptors and presented as the baseline. Any existing infrastructure (such as existing transmission lines and associated wirescapes) will form part of the baseline environment for the Project to be assessed against, to identify if significant landscape and / or visual effects are likely to arise. In the event significant effects are predicted, where possible, mitigation measures will be proposed to reduce the effect as far as practicable. The findings and conclusions of the LVIA and other topics assessments will then be considered within the cumulative impact assessment for the Project. Our 2024 statutory consultation will publish details of the Project including proposals to replace certain sections of 132 kV overhead line connection with underground cable. We will continue to liaise with UK Power Networks (UKPN) on other opportunities where the Project may facilitate opportunities for 132 kV network rationalisation.
4.15.158	Concern that the Project will be unsightly / visually intrusive (e.g., overhead lines, Cable Sealing End (CSE) compounds and substations).	The relevant National Policy Statement (NPS) is EN-5 which makes it clear that the Government considers overhead lines to be appropriate and acceptable in most instances, although it recognises that that there may be, at particularly sensitive locations, potential adverse landscape and visual impacts of an overhead line that make it inconsistent with our duties and relevant planning policy. In such cases the use of 400 kV underground cable would be adopted between carefully sited Cable Sealing End (CSE) compounds noting that such structures themselves may give rise to visual effects. The proposed East Anglia Connection Node (EACN) substation siting has also considered the potential for landscape and visual effects and whether particular sites provide greater screening or potential for screening to reduce effects. Projects of this nature are required to assess the potential environmental impacts of the proposals, and report on those, and set out proposed mitigation, in an Environmental Statement (ES) in accordance with the relevant Environmental Impact Assessment (EIA) Regulations. The EIA starts early in the process and, in that respect, a considerable amount of assessment work has been undertaken to allow preliminary judgements to be made about

Ref no.	Summary of matters raised	National Grid's response
		the design and routeing of the Project. This has been set out in various publications (The Corridor and Preliminary Routeing and Siting Study (CPRSS), published as part of the 2022 non-statutory consultation, the Design Development Report, 2022 Non-Statutory Consultation Feedback Report and Strategic Options Backcheck and Review, published as part of the 2023 non-statutory consultation) with feedback helping shape the preliminary proposals. Further detailed assessment work has been undertaken since the 2023 non-statutory consultation and is published in the Preliminary Environmental Information Report (PEIR) to accompany the statutory consultation stage of the Project. National Grid will be writing up its Landscape and Visual Impact Assessment (LVIA) that will, in addition to other topic specific assessments, form the latter part of the EIA for the Project. This will include a write-up of an assessment on both landscape character and visual amenity. Where likely significant effects are anticipated the LVIA will consider and identify areas where it may be necessary and appropriate to put forward potential mitigation such as screen planting and softening as part of an iterative design and assessment process.
4.15.159	Concern that the Project will cause a negative impact on landscape / views.	The relevant National Policy Statement (NPS) is EN-5 which makes it clear that the Government considers overhead lines to be appropriate and acceptable in most instances, although it recognises that that there may be, at particularly sensitive locations, potential adverse landscape and visual impacts of an overhead line that make it inconsistent with our duties and relevant planning policy. National Grid through the routeing and siting exercise has sought to reduce the impact on landscape character and visual amenity. We will continue to consider both landscape character and amenity value as we develop our proposals and seek to reduce effects. Measures to reduce such effects have included the use of underground cables in the areas of highest amenity value such as the Dedham Vale Area of Outstanding Natural Beauty (AONB) and its setting and careful consideration of siting of infrastructure and pylons. Projects of this nature are required to assess the potential environmental impacts of the proposals, and report on those, and set out proposed mitigation, in an Environmental Statement (ES) in accordance with the relevant Environmental Impact Assessment (EIA) Regulations. The EIA starts early in the process and, in that respect, a considerable amount of assessment work has been undertaken to allow preliminary judgements to be made about the design and routeing of the Project. This has been set out in various publications (The Corridor and Preliminary Routeing and Siting Study (CPRSS), published as part of the 2022 non-statutory consultation, the Design Development Report, 2022 Non-Statutory Consultation Feedback Report and Strategic Options Backcheck and Review, published as part of the 2023 non-statutory consultation) with feedback helping shape the preliminary proposals. Further detailed assessment work has been undertaken since the 2023 non-statutory consultation and is published in the Preliminary Environmental Information Report (PEIR) to accompany the statutory consultation stage of the Project. National Grid will be writing up its Landscape and Visual Impact Assessment (LVIA) that will, in addition to other topic specific assessments, form the latter part of the EIA for the Project. This will include a write-up of an assessment on both landscape character and visual amenity. Where likely significant effects are anticipated the LVIA will consider and identify areas where it may be necessary and appropriate to put forward potential mitigation such as screen planting and softening as part of an iterative design and assessment process.

Ref no.	Summary of matters raised	National Grid's response
Wildlife / Ecology Impact		
4.15.160	Concern about the impact of the Project (including overhead lines) on birds.	Birds are being assessed in the biodiversity assessment which will form part of the Environmental Impact Assessment (EIA) following extensive desk study and field work. A bespoke survey scope specifically to assess collision risk with overhead lines has been agreed with Natural England targeting wintering / passage birds. Surveys commenced in September 2022 with the assessment to be included within the EIA. Should adverse impact be identified, they will be minimised as far as possible, where practicable. It is anticipated that a range of habitats within the land required for the construction of the Project would provide suitable habitat to support breeding birds and particularly those associated with farmland habitat. A survey scope for breeding birds is currently being discussed with Natural England ahead of the 2024 breeding season to identify key areas and potential impact pathways. Any trees to be impacted will also be surveyed to determine their suitability to support barn owl. Following the completion of survey work, the subsequent assessment will be included within the EIA. The Biodiversity Net Gain (BNG) strategy will take into account protected/notable species such as those species mentioned. It is noted that birds are a mobile species, and it is likely that active nests may be encountered during the construction phase. Precautionary working methods for breeding birds will be included within the Outline Code of Construction Practice (CoCP) that will accompany the Development Consent Order (DCO) application.
4.15.161	Concern about the impact of overhead lines on birds flying.	Birds are being assessed in the biodiversity assessment which will form part of the Environmental Impact Assessment (EIA). A bespoke survey scope specifically to assess collision risk with overhead lines has been agreed with Natural England targeting wintering / passage birds. Surveys commenced in September 2022 with the assessment to be included within the EIA. Should adverse impact be identified, they will be minimised as far as possible, where practicable.
4.15.162	Concern over the impact of the Project on Canadian Geese at Broad's Green, Gt. Waltham.	Birds are being considered through extensive desk study and field work, with an assessment to be included within the Environmental Statement (ES) or through the Habitats Regulations Assessment (HRA) process depending on potential impact pathways. The methodology has been agreed with Natural England and initial survey work results will also feed into the design and inform any potential mitigation measures such as requirements for bird diverters.
4.15.163	Concern that birds of prey will be impacted by the Project (e.g. overhead line frequencies / disturbance).	Birds of prey are being considered through desk study and survey work, with a subsequent assessment to be included within the Environmental Impact Assessment (EIA). Bespoke surveys to identify trees with the potential to support barn owl will be undertaken in 2023/2024 in combination with a suite of breeding, wintering and passage bird surveys. All bird survey scopes either have been agreed or are currently in discussion with Natural England. The Biodiversity Net Gain (BNG) strategy will take into account protected/notable species of birds of prey providing additional habitat for prey species to increase food resource. It is also well documented that certain species, notably Peregrine, Hobby, Kestrel and Tawny Owl utilise pylons as artificial nesting opportunities.
4.15.164	Concern that the Project will result in a negative impact on flora / plants / woodlands / hedgerows.	Through routeing and siting National Grid has sought to and will continue to reduce as far as practicable potential impacts on biodiversity including priority grassland, wetland, woodland, and hedgerow habitats. The process of route design takes account of existing biodiversity, the natural environment and, where practicable, seeks to reduce potential impacts on areas of ecological sensitivity, through avoidance or mitigation.

Ref no.	Summary of matters raised	National Grid's response
		The Environmental Impact Assessment (EIA) for the Project will assess the effects on important ecological receptors (which includes grasslands, wetlands, woodlands and hedgerows). As part of the EIA process for the Project, a suite of ecological surveys has been and will continue to be undertaken. The findings of which will inform the design and approach to mitigation. We will continue to engage with Natural England and Local Planning Authorities (LPAs) on aspects relating to biodiversity and the natural environment, including appropriate mitigation measures and techniques, and to take their views into account as the Project continues to develop. The Environment Act 2021 introduces a mandatory requirement for 10% Biodiversity Net Gain (BNG) for new Development Consent Order (DCO) developments (which is not yet in force). We have committed to deliver Net Gain of at least 10% or greater in environmental value (including BNG) on all construction projects. The Net Gain target for the Project is currently voluntary and aligned with our corporate sustainability commitment. As well as seeking to avoid and minimise impacts to nature, the Project will consider the land required for mitigation, compensation and enhancement that can deliver BNG and wider environmental benefits, which will be identified as the Project design develops. This may require delivery of offsite Biodiversity Units via habitat creation or enhancement actions in strategic areas, and we will consider all options that are available to us.
4.15.165	Concern that the Project will result in a negative impact on protected species (also use specific code if species is provided).	Through routeing and siting National Grid has sought and will continue to reduce as far as practicable potential impacts on biodiversity including protected species. The process of routeing takes account of existing biodiversity, the natural environment and, where practicable, seeks to reduce potential impacts on areas of ecological sensitivity including protected species and their associated habitats, through avoidance or mitigation. A comprehensive survey effort for a range of protected species is currently underway with surveys proposed to continue throughout 2024. The Environmental Impact Assessment (EIA) for the Project will assess the effects on protected species based on this baseline information and where/if required appropriate mitigation measures will be detailed. We will continue to engage with Natural England and Local Planning Authorities (LPAs) on aspects relating to biodiversity and the natural environment, including appropriate mitigation measures and techniques for protected species and to take their views into account as the Project continues to develop. Where/if necessary, we will seek to obtain letters of no impediment from Natural England by producing draft protected licences in advance of Development Consent Order (DCO) examination, which will ensure legal compliance and best practice guidance are adhered to and ensure that Natural England agree with our mitigation approach.
4.15.166	Concern that the Project will result in a negative impact on river ecology.	Through routeing and siting National Grid has sought and will continue to reduce as far as practicable potential impacts on biodiversity including river ecology. The process of routeing takes account of existing biodiversity, the natural environment and, where practicable, seeks to reduce potential impacts on areas of ecological sensitivity such as river corridor habitats and any associated protected species, through avoidance or mitigation. As part of the Environmental Impact Assessment (EIA) process for the Project, a suite of ecological surveys has been and will continue to be undertaken throughout 2024 including along river corridors. The EIA for the Project will assess the effects on biodiversity and where required appropriate mitigation measures. We will continue to engage with Natural England, the Environment Agency and Local Planning Authorities (LPAs) on aspects relating to river ecology, including appropriate mitigation measures and techniques and to take their views into account as the Project continues to develop.

Ref no.	Summary of matters raised	National Grid's response
		The Environment Act 2021 introduces a mandatory requirement for 10% Biodiversity Net Gain (BNG) for new Development Consent Order (DCO) developments (which is not yet in force). We have committed to deliver Net Gain of at least 10% or greater in environmental value (including BNG) on all construction projects including for river ecology. The Net Gain target for the Project is currently voluntary and aligned with our corporate sustainability commitment. As well as seeking to avoid and minimise our impacts to nature, the Project will consider the land required for watercourse mitigation, compensation and enhancement that can deliver BNG and wider environmental benefits, which will be identified as the Project design develops. This may require delivery of offsite Biodiversity Units via habitat creation or enhancement actions in strategic areas, and we will consider all options that are available to us.
4.15.167	Concern that the Project will result in a negative impact on wildlife / habitats.	Through routeing and siting, National Grid has sought and will continue to reduce as far as practicable potential impacts on biodiversity. The process of route design takes account of existing biodiversity, the natural environment and, where practicable, seeks to reduce potential impacts on areas of ecological sensitivity, through avoidance or mitigation. The Environmental Impact Assessment (EIA) for the Project will assess the impact and subsequent effects on biodiversity and if necessary, the mitigation requirements, such as habitat creation. We will continue to engage with Natural England on aspects relating to biodiversity and the natural environment, including appropriate mitigation measures and techniques, to take their views into account as the Project continues to develop. The Environment Act 2021 introduces a mandatory requirement for 10% Biodiversity Net Gain (BNG) for new Development Consent Order (DCO) developments (which is not yet in force). National Grid has committed to deliver Net Gain of at least 10% or greater in environmental value (including BNG) on all construction projects. The Net Gain target for the Project is currently voluntary and aligned with our corporate sustainability commitment. As well as seeking to avoid and minimise our impacts to nature, the Project will consider the land required for mitigation, compensation and enhancement that can deliver BNG and wider environmental benefits, which will be identified as the Project design develops. This may require delivery of offsite Biodiversity Units via habitat creation or enhancement actions in strategic areas, and we will consider all options that are available to us.

Section G: Basildon and Brentwood (and Chelmsford east of Ingatestone) Feedback

Figure 4.23- Basildon and Brentwood (and Chelmsford east of Ingatestone) section map

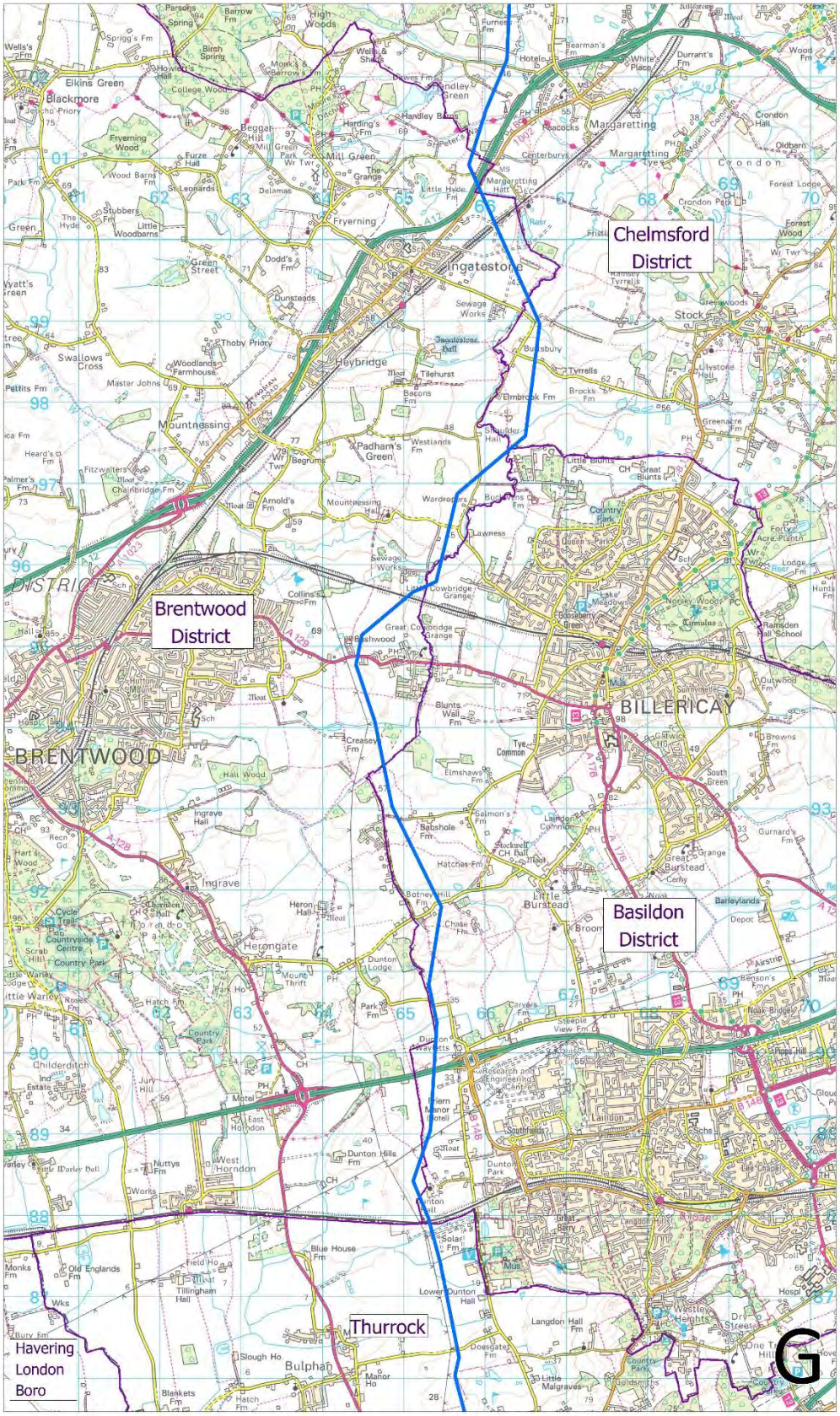


Table 4.16- Summary of consultee comments on **Section G: Basildon and Brentwood (and Chelmsford east of Ingatestone)** and National Grid's response

Ref no.	Summary of matters raised	National Grid's response
Agricultural Land		
4.16.1	Concern that the Project will impact agricultural electric fencing due to electromagnetic fields, and request that National Grid fund any permanent non-electric fencing required as a result.	The management and control of microshocks in the UK is set out in a Code of Practice produced by Government. This Code of Practice recognises that control of microshocks is not based on a simple quantitative limit. Rather, there is a suite of measures that may be called upon in particular situations. The Code of Practice provides a complete system for the control of microshocks, specifying what action is required to be taken, by whom, and under what circumstances. The Project has been designed in accordance with this Code of Practice which is incorporated in the National Grid policies and guidance. At the point that any proposed overhead line is operational, any residual microshocks that were reported would fall under the provisions of this Code of Practice and National Grid would mitigate in line with this guidance. This includes any impacts to agricultural electric fencing.
4.16.2	Concern that the Project will take away valuable agricultural land / disrupt farming operations.	National Grid is and will continue to work with all landowners including farmers who may be affected by the proposals to understand the impacts on their operations and to work with them as the Project is developed. We will seek to work with the farming community to limit disruption where practicable. This includes providing prior warning of works which may result in the need to move livestock. Compensation claims for disturbance are considered on a case-by-case basis, if negative impact on farming operations can be proven. Particular agricultural matters can also be addressed through voluntary land agreements.
4.16.3	Concerned that the Project will have a negative impact on agricultural livestock (e.g., farm animals grazing).	National Grid is and will continue to work with all landowners including farmers and equestrian facilities who may be affected by the proposals to understand the impacts on their operations and to work with them as the Project is developed. We will seek to work with the farming community to limit disruption where practicable. This includes providing prior warning of works which may result in the need to move livestock. Compensation claims for disturbance are considered on a case-by-case basis, if negative impact on farming operations can be proven. Particular agricultural matters can also be written into voluntary land agreements. There will also be mitigation put in place where animal grazing maybe affected. As well as possible effects on humans, possible effects of Electric and Magnetic Fields (EMFs) on various animals have been studied a number of times. No detectable effects of EMFs have been found on, for example, health, milk production, fertility, and behaviour. This is confirmed in National Policy Statement (NPS) EN-5 which states: *'There is little evidence that exposure of crops, farm animals or natural ecosystems to transmission line EMFs has any agriculturally significant consequences.'*
Airfields		
4.16.4	Concern about the impact of the Project on Brock Farm Airstrip / Suggestion that the	National Grid has appointed an independent aviation consultancy which has engaged with (with National Grid also present) Brock Airfield. Feedback determined that the airstrip has been sold to a new owner (the adjacent carp fishery) who advised that the airstrip has now been closed. Thus, there is no conflict between the Project, and this now closed airstrip.

Ref no.	Summary of matters raised	National Grid's response
	Project is routed away from Brock Farm Airstrip.	We will continue to engage with nearby airfields as appropriate throughout the project development process.
4.16.5	Concern about the impact of the Project on Chase Farm Airstrip / Suggestion that the Project is routed away from Chase Farm Airstrip.	National Grid has appointed an independent aviation consultancy which has engaged with (with National Grid also present) Chase Farm Airstrip. Following discussion and further assessment of alternatives it is not possible for us to route the alignment at a distance that allows the continued safe use of the airstrip. We are engaging and will continue to engage with the owner of the airstrip to find an appropriate solution.
Community / Social Impact		
4.16.6	Concern about disruption generally (no details given).	National Grid is undertaking an Environmental Impact Assessment (EIA) for the Project. The results of this assessment will be provided in the Environmental Statement (ES) that will accompany the Development Consent Order (DCO) application. The ES will identify and assess the likely significant effects on the environment resulting from the construction of the Project and will recommend appropriate mitigation measures (in consultation with relevant stakeholders) to reduce potential effects. Should consent be granted in 2026, it is anticipated that access and construction of the Project would commence in 2027, starting with enabling workings including site clearance activities, the installation of construction compounds and access roads. It is expected the main construction works will continue through to 2031. While the phasing of the construction programme is yet to be confirmed, the phasing will be programmed and sequenced to reduce disruption to the local surroundings and the environment, residents, businesses and roads users as far as practicable. Further information will be presented in the ES. An Outline Code of Construction Practice (CoCP) and an Outline Construction Traffic Management Plan (CTMP) will be prepared and submitted with the DCO application. These documents will provide commitments to reduce construction impacts together with a framework for detailed management plans to be prepared at detailed design stage in order to reduce and mitigate potential impacts and / or disruptions that may arise during the construction phase.
4.16.7	Concern about the impact of the Project on children / families / residents / communities.	National Grid recognises people may have concerns about the potential impacts of living close to an overhead line, and that the uncertainty whilst the proposals are developed may cause anxiety. We have sought to reduce potential effects on communities, residents – including children - through routeing and design. We have also sought to reduce concern or uncertainty about the proposals through making timely design decisions and engaging with people and stakeholders throughout the development of the Project. The Project team will continue to engage with people potentially affected during the development of the Project, through regular communication including letters, phone calls and meetings. This will enable concerns to be raised and discussed at an early opportunity and provide a regular point of contact to respond to queries and concerns. We urge anyone with concerns to get in touch through the Norwich to Tilbury Freephone number, address or email throughout the development of the Project: • **Call our Community Helpline:** 0800 915 2497 (Lines are open Monday to Friday 9am-5:30pm) • **Email us:** contact@n-t.nationalgrid.com

Ref no.	Summary of matters raised	National Grid's response
		• **Write to us:** FREEPOST N TO T (No stamp or further address details are required) National Grid wants to leave a lasting positive impact where we build our projects, to help those areas and communities thrive and to support a sustainable future. Our Responsible Business Charter sets out our commitments and ensures that responsibility is woven through everything we do. It focusses on five key areas where we believe we can really make a difference: the environment, our communities, our people, the economy, and our governance. In addition, the Government recently ran a consultation seeking views on how community benefits should be delivered for communities that host onshore electricity transmission infrastructure. We will continue to work with the Government and regulator as they define the details of these schemes emerging from the consultation and, once published, will work to understand what this means for our projects.
4.16.8	Concern about the impact of the Project on leisure.	National Grid has a duty under the Electricity Act 1989 to have regard to the desirability of (amongst other things) preserving natural beauty, and to do what it reasonably can to mitigate the associated effects of new infrastructure. Through routeing and siting we have sought to avoid, as far as practicable, locations important for leisure and tourism. We will continue to consider these locations as we develop our proposals and seek to reduce effects, by implementing measures such as the use of underground cables in the areas of highest amenity value (Dedham Vale Area of Outstanding Natural Beauty (AONB)), and appropriately control construction related traffic movements during the construction phase to minimise disruption to local road users. Where impacts on leisure and tourism are identified, these will be presented within a Socio-economics, Recreation and Tourism assessment which is being written up and will form part of the Environmental Impact Assessment (EIA). As part of this assessment, a range of measures are being considered throughout the construction phase of the Project to minimise disruption on leisure and tourism. These include traffic management, signage and routeing measures. These will be identified within the Environmental Statement (ES), the Outline Code of Construction Practice (CoCP) and the Outline Construction Traffic Management Plan (CTMP).
4.16.9	Concern about the over development of the area (e.g. cumulative impact).	With regards to multiple developments impacting specific areas and / or receptors, planning applications for each development would be considered on their own merit by the relevant determining authorities. Any such application would be considered in accordance with planning policy and considerations, such as scale, suitability, and need. Where there is certainty of a development (such as a new residential development, an offshore wind farm and its associated onshore equipment etc) being constructed, and there is adequate information in the public domain to understand the impacts of that development on the receiving environment, these will be considered within the cumulative effects assessment of the Project. The cumulative effects assessment will follow the Planning Inspectorate's Advice Note 17 'Cumulative Effects Assessment' and will be presented in the Environmental Statement (ES). National Grid will continue to engage with other developers who are proposing development in proximity of the Project to understand their requirements.
4.16.10	Concern about the Project being in too close proximity to recently built housing	National Grid has obtained information on development proposals within the planning system. In some cases development proposals can be amended to be designed around our proposed infrastructure but in other cases our proposals may need to be amended at a corridor level or proposed developments factored into our detailed route

Ref no.	Summary of matters raised	National Grid's response
	developments / land being considered for potential future development.	design. Based on known information, and in light of changes made following consideration of feedback to the 2023 non-statutory consultation, we consider our proposals are consistent with relevant policy and guidelines and the alignment designed such that they do not prevent proposed housing developments. UK law does not prescribe minimum distances between overhead lines and homes, but any implications on landscape and visual receptors, residential amenity or from concerns about electromagnetic fields are robustly assessed as part of the Environmental Impact Assessment (EIA) and balanced as part of the decision making process. We will continue to review planning applications and engage with developers to back check and update our proposals as necessary.
4.16.11	Concern about the Project causing communities to become encircled by overhead lines.	The 2024 preferred draft alignment has been routed to achieve some separation from the existing 400 kV overhead line, such that villages are not encircled by overhead lines to both sides. Separation is inevitably reduced in certain locations due to the presence of constraints to routeing and environmental features. Detailed assessment reported in the Environmental Impact Assessment (EIA) will identify any measures considered to be necessary to reduce likely significant effects which will also consider the potential for effects potentially arising from close paralleling existing 132 kV overhead line and new 400 kV overhead line infrastructure.
4.16.12	Concerned that the Project will have a negative impact on domestic horses / equestrian activities.	As well as possible effects on humans, possible effects of Electric and Magnetic Fields (EMFs) on various animals have been studied a number of times. No proven effects of EMFs have been found in any species at levels below the guidelines. This is confirmed in National Policy Statement (NPS) EN-5 which states: *'There is little evidence that exposure of crops, farm animals or natural ecosystems to transmission line EMFs has any agriculturally significant consequences.'.* Although horses are not directly mentioned, there is no evidence to suggest they are any different to farm animals. As well as the possible direct biological or health effects addressed above, indirect effects such as microshocks can occur as a result of electric fields. Microshocks are small spark discharges which are similar to a static shock after walking across a nylon carpet for example. The Project will be designed in accordance with the principles of the Government's Code of Practice *'Power Lines: Control of Microshocks and other indirect effects of public exposure to electric fields'* to ensure these are mitigated, with particular focus on equestrian activities.
4.16.13	Criticism of National Grid routeing the Project through more affordable areas (e.g., Queen's Park) rather than wealthier areas.	National Grid considers a range of factors when developing proposals, but affordability of housing and properties is not a factor in decision making. This was the case around Queens Park where we had to consider a range of factors, including routeing to avoid existing population centres.
4.16.14	Suggest that any skills funding that is provided from the development could be used to invest in skills and employment development within the local area (including school engagement and funding towards ECC officer resource within the	National Grid is working with stakeholders and communities to understand what is important to them and will endeavour to deliver initiatives in the region to support those priorities, which includes how we can support the aims and aspirations set out within Essex County Councils' developer's guide. Skills and employment are one of the areas being assessed and National Grid is extending the Grid for Good programme, and building other partnerships, to deliver training and skills development in the region, to encourage the next generation of green energy workers. In addition, the Government recently ran a consultation seeking views on how community benefits should be delivered for communities that host onshore electricity transmission infrastructure. We will continue to work with the

Ref no.	Summary of matters raised	National Grid's response
	employment and skills team for consultation on and monitoring of any employment and skills strategy), and request that National Grid produce an employment and skills strategy plan (as required in the Essex developer's guide to infrastructure contributions).	Government and regulator as they define the details of these schemes emerging from the consultation and once published, will work to understand what this means for our projects.
Construction Impacts		
4.16.15	Concern about disruption from construction.	National Grid is undertaking an Environmental Impact Assessment (EIA) for the Project. The results of this assessment will be provided in the Environmental Statement (ES) that will accompany the Development Consent Order (DCO) application. The ES will identify and assess the likely significant effects on the environment resulting from the construction of the Project and will recommend appropriate mitigation measures (in consultation with relevant stakeholders) to reduce potential effects. Should consent be granted in 2026, it is anticipated that access and construction of the Project would commence in 2027, starting with enabling workings including site clearance activities, the installation of construction compounds and access roads. It is expected the main construction works will continue through to 2031. While the phasing of the construction programme is yet to be confirmed, it will be programmed and sequenced to reduce disruption to the local surroundings and the environment, residents, businesses and roads users as far as practicable. Further information will be presented in the ES. An Outline Code of Construction Practice (CoCP) and an Outline Construction Traffic Management Plan (CTMP) will be prepared and submitted with the DCO application. These documents will provide commitments to reduce construction impacts together with a framework for detailed management plans to be prepared at detailed design stage in order to reduce and mitigate potential impacts and / or disruptions that may arise during the construction phase.
4.16.16	Concern about the impact on traffic levels in local area caused by construction works (e.g., construction traffic travelling along local roads, road closures, etc).	National Grid will work closely with the relevant authorities and their highways teams to understand and gain information on the local road network. This information will be used to inform and guide the drafting of the Outline Construction Traffic Management Plan (CTMP) for the Project. The Outline CTMP will define the local road network to be used for construction traffic movements, highlight any restrictions to such movement and if required control working patterns and timings to ensure impacts to other road users from construction traffic related to the Project is minimised as far as practicable.
4.16.17	Concern about noise and other disturbances resulting from construction (e.g., mud on roads, dust).	National Grid is undertaking an Environmental Impact Assessment (EIA) for the Project. The results of this assessment, which covers noise and other potential effects such as air quality, will be provided in the Environmental Statement (ES) that will accompany the Development Consent Order (DCO) application. The ES will identify and

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		assess the likely significant effects on the environment resulting from the construction of the Project and will recommend appropriate mitigation measures (in consultation with relevant stakeholders) to reduce potential effects. We will be writing up our noise and vibration assessment that will form part of the EIA. Noise levels and the effect on residential properties as well as other sensitive areas, such as hospitals and schools are carefully considered during Project development, assessed according to the appropriate UK standards, and mitigated where necessary. We set strict technical standards for the equipment we install on our network. These standards include requirements to ensure the occurrence of audible noise is eliminated or minimised as far as practicable. Therefore, with appropriate mitigation, significant adverse effects from noise are not expected. As part of the DCO application, an Outline Code of Construction Practice (CoCP) and Outline Construction Traffic Management Plan (CTMP) will be submitted which will outline the good practice and standard control measures to reduce and mitigate potential impacts and / or disruptions that may arise during the construction phase. Many of the control measures will be based on the results from a Dust Risk Assessment (undertaken in accordance with Institute of Air Quality Management (IAQM) guidance) and will likely include wheel washing of vehicles and the correct and tidy management of works areas to reduce, as far as practicable, dust and mud entering the local road network in the form of 'track-out'.
4.16.18	Concern that access will be restricted on Rayleigh Road causing traffic congestion, disruption and noise.	National Grid will work closely with the relevant authorities and their highways teams to understand and gain information on the local road network. This information will be used to inform and guide the drafting of the Outline Construction Traffic Management Plan (CTMP) for the Project. The Outline CTMP will define the local road network to be used for construction traffic movements, highlight any restrictions to such movement and if required control working patterns and timings to ensure impacts to other road users from construction traffic related to the Project is minimised as far as practicable. National Grid is undertaking an Environmental Impact Assessment (EIA) for the Project. The results of this assessment will be provided in the Environmental Statement (ES) that will accompany the Development Consent Order (DCO) application. The ES will identify and assess the likely significant effects on the environment resulting from the construction of the Project (including from construction noise and traffic) and will recommend appropriate mitigation measures (in consultation with relevant stakeholders) to reduce potential effects. A Transport Assessment (TA) will be prepared in consultation with the relevant highway authorities and form part of the ES and be submitted with the DCO application. This document will provide a detailed assessment of the traffic related impacts associated with the increase in traffic as a result of the Project along the local road network, which includes Rayleigh Road, with suitable mitigation proposed.
4.16.19	Concern that the local road infrastructure is not suitable for heavy construction vehicles and machinery.	Construction access, egress and associated traffic routes are being considered and discussed with the appropriate local and national highways authorities. The detailed proposals will be consulted on during the 2024 statutory consultation.

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Consultation		
4.16.20	Comment supportive of engagement that has taken place / feel listened to.	National Grid notes the respondent's feedback.
4.16.21	Comment supportive of the Project (generally).	National Grid notes the respondent's feedback.
4.16.22	Concern about the trial Cone Penetration Test which is to be carried out on respondent's land (reference number provided in feedback), regarding whether the test will be carried out using a 20t truck or using handheld probe.	The Cone Penetration test or Dynamic Cone Penetrometer (DCP) test is a tool for the rapid in-situ measurement of the structural properties of ground surfaces. It can provide continuous measurements to 850 mm below the surface, to a maximum of 2 m depth with extensions. The instrument is operated by a two-man crew and comprises an 8 kg weight that is repeatedly dropped driving a 20 mm diameter, 60-degree cone. A small hand dug trial pit (typically using post hole diggers) down to a depth of approximately 1.2 m is undertaken at position before the DCP, to check for utilities. The results can be empirically correlated to provide California Bearing Ratio values. The survey typically takes between one to two hours per DCP. The rods used and cone are 20 mm maximum diameter and the hole filled upon completion. No vehicles are required to be brought to exact positions; therefore, minimal site disturbance occurs.
4.16.23	Criticism that the existing pylon line in Hutton is not shown on the interactive map.	This comment was noted and will be considered when developing the interactive map for the 2024 statutory consultation. Static maps were available online and at public consultation events which showed the position of existing lower voltage pylons.
Design Change		
4.16.24	Oppose the new route between Ingatestone and Havering's Grove between TB184 to TB205 (e.g., due to impact on Ingatestone Hall and behind St Mary's Church at TB190, Remus Horse Sanctuary at TB192, residents at Buckwyns Chase at TB194 to TB196, Roadside Verge managed for wildlife by Essex County Council at TB198, woodland at TB199, Queens Park Nature reserve at TB194	National Grid made the proposed change between Ingatestone and Havering's Grove in response to feedback from our 2022 non-statutory consultation and findings from ongoing investigations taking account of the aspects indicated by the respondent. In the absence of new evidence or further information no further change is currently proposed but we will continue to make changes to the 2024 preferred draft alignment where practicable as we receive further feedback and as the Project develops. We are undertaking an Environmental Impact Assessment (EIA) to assess the potential impact of the Project, and this will identify any need for additional mitigation.

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	to TB196, and migrating birds at TB198 to TB200).	
4.16.25	Oppose the new route near Old Church Lane, Mountnessing, and suggest that the Project is routed back to the original swathe from pylons TB202 to TB197 (going around the sewerage works, across four open fields and then picking up the new revised route again as it goes over Mountnessing Road and behind Buttsbury) to reduce impact on residents and wildlife meadows.	Following consideration of feedback to the 2023 non-statutory consultation we have reviewed alternative route alignments in this area. A change back to the original swathe passing either to the west of the sewage treatment works (STW) and adjacent Ancient Woodland or west of the STW and between blocks of Ancient Woodland, would lead to greater effects on the Grade I Listed St Giles Church compared with the 2023 preferred draft alignment and be less consistent with Holford Rule Two. The route between areas of Ancient Woodland would also lead to at least some direct effects on this irreplaceable habitat considered to be unavoidable. For these reasons National Grid consider the 2023 preferred draft alignment to remain the preferred route. We are undertaking an Environmental Impact Assessment (EIA) to assess the potential impact of the Project, and this will identify any need for additional mitigation.
4.16.26	Reroute pylons TB187 and TB195 as they are in a position along a ridge that will be very visible.	The Design Development Report published as part of the 2023 non-statutory consultation set out the reasons for moving the draft alignment out of the River Wid valley floor which were mainly due to potential effects on the Grade I Listed Ingatestone Hall and Grade I Listed St Giles Church. As a consequence, the pylons are on slightly more elevated ground, but this positioning is preferred to the effects on heritage assets from the alternative on lower ground. We are undertaking an Environmental Impact Assessment (EIA) to assess the potential impact of the Project, and this will identify any need for additional mitigation.
4.16.27	Suggest a minimum distance that overhead lines should be sited from residential areas / residences.	National Grid does not use standard minimum distances as a routeing consideration. Applying an arbitrary distance may be too big or too small for the specific circumstances. We utilise the Holford Rules (a description of the Holford Rules can be found in Chapter 1 of this report) informed by feedback and professional judgement to define appropriate corridors and alignments that are consistent with the relevant policy framework and duties. In response to feedback to the 2023 non-statutory consultation, we have modified the draft alignment in various locations to increase separation to properties where this is possible without undue deviation or transfer of effects to other similar properties. Projects of this nature are required to assess the potential environmental impacts of the proposals, and report on those, and set out proposed mitigation, in an Environmental Statement (ES) in accordance with the relevant Environmental Impact Assessment (EIA) Regulations. The EIA starts early in the process and, in that respect, a considerable amount of assessment work has been undertaken to allow preliminary judgements to be made about the design and routeing of the Project. This has been set out in various publications (The Corridor and Preliminary Routeing and Siting Study (CPRSS), published as part of the 2022 non-statutory consultation, the Design Development Report, 2022 Non-Statutory Consultation Feedback Report and Strategic Options Backcheck and Review, published as part of the 2023 non-statutory consultation) with feedback helping shape the preliminary proposals. Further detailed assessment work has been undertaken since the 2023 non-statutory consultation and is

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		published in the Preliminary Environmental Information Report (PEIR) to accompany the statutory consultation stage of the Project. National Grid will be writing up its Landscape and Visual Impact Assessment (LVIA) that will, in addition to other topic specific assessments, form the latter part of the EIA for the Project. This will include a write-up of an assessment on both landscape character and visual amenity. Where likely significant effects are anticipated the LVIA will consider and identify areas where it may be necessary and appropriate to put forward potential mitigation as part of an iterative design and assessment process. This may include measures at particular locations to reduce a change in views of the Project or to better integrate infrastructure into the wider landscape.
4.16.28	Suggest alternative routeing between pylons TB182 and TB168 to avoid farming business (plan provided by respondent).	National Grid has carefully re-considered these suggested changes, but remains of the view, as set out in the Design Development Report published as part of the 2023 non-statutory consultation, that these are less preferred. We are aware that long term coppicing is reported to form the management regime for the woodland. Whilst coppicing may be part of their current management of the Ancient Woodland, it is clear that much more frequent vegetation removal would be necessary to maintain electrical clearances which would have the potential to change and impact the habitat. This effect on these irreplaceable Ancient Woodland habitats would be greater than those occurring on the 2023 preferred draft alignment. For this reason, these alternatives remain less preferred and no change is currently proposed. We will continue to make changes to the 2024 preferred draft alignment where practicable as we receive further feedback and as the Project develops.
4.16.29	Suggest alternative routeing between pylons TB182 and TB170 to avoid farming business (plan provided by respondent).	National Grid has carefully re-considered these suggested changes, but remains of the view, as set out in the Design Development Report published as part of the 2023 non-statutory consultation, that these are less preferred. We are aware that long term coppicing is reported to form the management regime for the woodland. Whilst coppicing may be part of their current management of the Ancient Woodland, it is clear that much more frequent vegetation removal would be necessary to maintain electrical clearances which would have the potential to change and impact the habitat. This effect on these irreplaceable Ancient Woodland habitats would be greater than those occurring on the 2023 preferred draft alignment. For this reason, these alternatives remain less preferred and no change is currently proposed. We will continue to make changes to the 2024 preferred draft alignment where practicable as we receive further feedback and as the Project develops.
4.16.30	Suggest that (additional) underground cables should be used in this section.	National Grid has carefully considered the feedback received during the 2022 and 2023 non-statutory consultations, the alternatives available, and other factors including our duties and obligations. These duties include balancing the need to be economic and efficient, which includes keeping costs down in the interests of the bill-paying consumers, with a duty to have regard to preserving amenity, which includes the natural environment, cultural heritage, landscape and visual quality. National Policy Statement (NPS) EN-5 makes clear that *'the Government's position that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or Areas of Outstanding Natural Beauty (AONB))'.* The NPS also confirms that widespread and significant adverse landscape and/or visual impacts in other locations may also justify the use of undergrounding. We may also adopt underground cables in other circumstances such as to cross existing 400 kV overhead line infrastructure. After consideration of feedback on the 2023 non-statutory consultation and informed by additional study, we are now proposing to increase the extent of underground cabling by approximately 1.5 km to a

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		total of approximately 20 km of underground cable at areas that are identified as of highest landscape value for example within the Dedham Vale AONB and within the vicinity of the AONB near Great Horkesley. Elsewhere along the 2024 preferred draft alignment, with the exception of the alignment near Diss, the higher cost of underground cables to bill-paying consumers, and the environmental implications of installing and maintaining them, are not considered to be justifiable in the context of national policy or National Grid's statutory duties. At Diss there remains an option to use underground cable but this is subject to consideration of the findings of ongoing investigations. Nevertheless, the Environmental Impact Assessment (EIA) will assess the impact of the Project and will identify any need for additional mitigation.
4.16.31	Suggest that existing overhead lines in this section should be removed.	The existing electricity transmission network provides power, via the local distribution network, into the local area where it is used in homes and businesses. Such lines cannot just be removed as power supplies would not be maintained. The need case and funding for the Project is to deliver the new network reinforcement needed, rather than to remove existing overhead lines which would need to be replaced by another form of connection such as underground cables. Unless required for crossings or mitigation, undergrounding existing overhead lines on the transmission network would not be in accordance with National Policy Statement (NPS) EN-5 and would result in substantial cost to bill payers. There may also be significant environmental impacts due to the removal works on sensitive ecological and archaeological receptors as well as constraints from either existing buildings or unsuitable ground conditions.
4.16.32	Suggest that pylon TB197 is relocated nearer the edge of the field (rather than in the middle of the field).	National Grid received multiple pieces of feedback in the area around TB197 and we have assessed a number of alternatives and changes requested. Due to a number of constraints in the area including woodland, and residential properties, restricting span lengths and routeing opportunities, it is not currently possible to relocate TB197 to the edge of the field. We will continue to review and make changes to the 2024 preferred draft alignment where practicable as we receive further feedback as the Project develops.
4.16.33	Suggest that pylon TB200 near Little Cowbridge Grange is relocated away from residences.	Following consideration of feedback to the 2023 non-statutory consultation National Grid has reviewed alternative route alignments in this area. A change back to the original swathe passing either to the west of the sewage treatment works (STW) and adjacent Ancient Woodland or west of the STW and between blocks of Ancient Woodland would lead to greater heritage effects on the Grade I Listed St Giles Church compared with the 2023 preferred draft alignment and be less consistent with Holford Rule Two. The route between areas of Ancient Woodland would also lead to at least some unavoidable direct effects on this irreplaceable habitat. To route TB200 further away from residential properties near Little Cowbridge Grange we would have to increase the length of the overhead line and increase the number of angle pylons, which would be less consistent with the Holford Rules. For these reasons National Grid consider the 2023 preferred draft alignment remains the preferred route, however we will continue to make changes to the 2024 preferred draft alignment as we receive further feedback and as the Project develops.
4.16.34	Suggest that pylon TB224 is relocated further north so that it is no longer located at 'pinch point' in Bellway's	National Grid has amended the 2023 preferred alignment in this area due to the presence of several proposed developments. The location of TB224 has therefore been moved slightly to the west of the location proposed at the 2023 non-statutory consultation, it is not possible to move TB224 further north due to routeing constraints around the

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	landholdings (so that the delivery of access between the two is not restricted).	gas pipeline crossing. Moving TB224 to the west into a more open area is considered to provide more flexibility for delivery of access.
4.16.35	Suggest that pylons are situated along hedge lines rather than in the middle of fields near Ingatestone.	National Grid notes the preference from certain landowners for pylons to be situated along hedgelines where practicable to reduce the impact on agricultural activities. We have assessed requests from landowners on an individual basis and have moved pylons to the edges of fields where this can be achieved without undue diversion or extension of the overhead line or increasing the visual or environmental impact on other receptors. In the case of TB189 to TB191, it is not possible to move these pylons to hedge lines without requiring an additional pylon due to span lengths. We will continue to engage with landowners throughout the Project and will continue to make changes following further feedback where practicable as the Project develops.
4.16.36	Suggest that pylons TB192 to TB198 are relocated to field boundaries where possible (i.e. to account for size of modern farm machinery with 30 m tramlines).	National Grid note the respondent's feedback and preference for pylons to be located at field boundaries in order to minimise impacts on agricultural activities. We are proposing a change to the 2023 preferred draft alignment in this area to respond to the change requested to a degree. We are not able to move all pylons in this area to field boundaries due to span lengths. We will continue to make changes to the 2024 preferred draft alignment where practicable in response to feedback and as the Project develops.
4.16.37	Suggest that pylons TB220 and TB221 should be moved westwards.	In response to feedback in this area National Grid is taking forward an alignment moved further west in this location to route just to the east of a gas pipeline. This reduces effects on residential properties and listed buildings in the Dunton Wayletts area and reduces the potential to restrict development on the proposed Dunton Hills Garden Village site. We note this increases effects on the Park Road Solar farm development with one pylon unavoidably within the site. We are undertaking an Environmental Impact Assessment (EIA) to assess the potential impact of the Project, and this will identify any need for additional mitigation.
4.16.38	Suggest that TB190 is routed away from St Mary's Church, Buttsbury, a Grade II* listed parish church.	A route further west was less preferred (as set out in the 2023 non-statutory consultation Design Development Report (DDR)) as it would increase effects on the Grade I Listed Ingatestone Hall and whilst potentially more direct would be much less consistent with Holford Rule Two and be positioned between the Hall and Church. A route further east of Buttsbury Church (for example passing to the east of White Tyrells) is also less preferred as it would be less direct, slightly longer and be on relatively higher ground and is considered less consistent with Holford Rules 3 and 4 though slightly more consistent with Holford Rule Two by reducing effects on the church. National Grid is undertaking an Environmental Impact Assessment (EIA) to assess the potential impact of the Project, and this will identify any need for additional mitigation.
4.16.39	Suggest that the 2022 preferred draft corridor is used for the Project rather than the new route east from the Wid Valley.	Whilst noting the preference for a route within the graduated swathe indicated in the 2022 non-statutory consultation, the reasons for changing to the 2023 preferred draft alignment remain, which were mainly to reduce effects on various heritage assets most notably the Grade I Listed Ingatestone Hall and Grade I Listed St Giles Church. In the absence of further evidence National Grid consider the effects arising from the 2023 preferred draft alignment to be consistent with our duties and relevant policies and for this still to be preferred. We are undertaking an Environmental Impact Assessment (EIA) to assess the potential impact of the Project, and this will identify any need for additional mitigation.

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4.16.40	Suggest that the existing overhead lines in this section are reinforced / upgraded instead.	The existing transmission network in the region was upgraded during 2022 and 2023 to ensure the system is running at its most efficient performance. The existing assets / networks are not able to be upgraded sufficiently to cope with the new future demands expected on the network. As a result, new lines and substations will be required to accommodate the changing demands on the network.
4.16.41	Suggest that the Project follows existing lines to the west of Blind Lane to the preferred route before crossing the A127 (i.e., to mitigate visual impact on residents from the Project between TB205 and TB218).	National Grid notes the potential for close paralleling the existing 132 kV overhead line to reduce the level of effects that may arise from a new overhead line. However, there are constraints and features adjacent to the existing overhead line that mean that overall, we consider close paralleling would lead to greater effects on receptors in the area and be less compliant with the Holford Rules or be less consistent with the policy to be economic and efficient. We identified a particularly constrained location along Billericay Road around the Herongate Wood Woodland Cemetery. The alignment of the existing 132 kV overhead line passes between residential properties where, even if the 132 kV overhead line was replaced by underground cable, we consider there to be insufficient space for the larger scale infrastructure associated with the 400 kV overhead line. An alternative route offset from the 132 kV overhead line to the east was also considered. However, whilst the Herongate Wood Woodland Cemetery appears to provide space for an overhead line to its western edge, routeing is constrained by a gas pipeline and would need to pass over (with a pylon within) the Woodland Cemetery (inconsistent with Holford Rule Two) or pass over a residential property and were therefore considered inconsistent with National Grid's duties and relevant planning policy. We are undertaking an Environmental Impact Assessment (EIA) to assess the potential impact of the Project, and this will identify any need for additional mitigation.
4.16.42	Suggest that the Project follows the existing 132 kV overhead power lines from either TB205 or TB206 to TB226 and beyond.	National Grid notes the potential for close paralleling the existing 132 kV overhead line to reduce the level of effects that may arise from a new overhead line. However, there are constraints and features adjacent to the existing overhead line that mean that overall, we consider close paralleling would lead to greater effects on receptors in the area and be less compliant with the Holford Rules or be less consistent with the policy to be economic and efficient. We identified a particular location of constraint along the Billericay Road around the Herongate Wood Woodland Cemetery. The alignment of the existing 132 kV overhead line passes between residential properties where, even if the 132 kV overhead line was replaced by underground cable, we consider there to be insufficient space for the larger scale infrastructure associated with the 400 kV overhead line. An alternative route offset from the 132 kV overhead line to the east was also considered. However, routeing is constrained by a gas pipeline and would need to pass over (with a pylon within) the Woodland Cemetery (inconsistent with Holford Rule Two) or pass over a residential property. This was considered inconsistent with National Grid's duties and relevant planning policy. We are undertaking an Environmental Impact Assessment (EIA) to assess the potential impact of the Project, and this will identify any need for additional mitigation.
4.16.43	Suggest that the Project is re-routed (including undergrounding) to avoid impact on Crest Nicolson Partnerships land holdings (plan provided by respondent)	National Grid is proposing a change to the 2023 preferred draft alignment to route the overhead line closer to the gas pipeline that routes north to south in this general area. We consider that this will reduce the potential for effects on development in the area of interest to the partnership. These changes will be shared as part of the 2024 statutory consultation, and we will continue to make changes to the 2024 preferred draft alignment as we receive further feedback and as the Project develops. We are undertaking an Environmental Impact Assessment (EIA) to assess the potential impact of the Project, and this will identify any need for additional mitigation.

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4.16.44	Suggest that the Project is re-routed to avoid Ingatestone and Margaretting (plan provided by respondent).	National Grid has assessed the proposed alternative alignment to the east of Margaretting Road provided by the respondent. This alignment was not preferred to the 2023 preferred draft alignment as the alternative would be approximately 1 km longer and would introduce direct impacts on a golf course. Further details on the alternatives assessed in this area can be found in the Design Development Report (DDR), published as part of the 2024 statutory consultation. We will continue to make changes to the 2024 preferred draft alignment as we receive further feedback and as the Project develops.
4.16.45	Suggest that the Project is routed along the A130 (like existing overhead line).	Whilst there could be potential benefits from infrastructure being concentrated geographically, i.e., by routeing the Project in close proximity to existing overhead lines, road or rail infrastructure, we do not consider these benefits arise for the whole route. Rail lines or roads potentially align (at least in part) with the general routeing of the Project. However, there are constraints and features that mean that we do not consider close paralleling the proposed route to the A130 would reduce environmental effects or improve compliance with the Holford Rules or be more consistent with the policy requirement to be economic and efficient. In the specific case of following the A130 and the existing overhead line there are a number of locations where residential properties, as well as hamlets, villages and towns, are present in close proximity to the existing overhead line and transport infrastructure necessitating multiple diversions of an overhead line. There are also some locations, for example near Sandon, where the combination of existing physical and environmental features (railway and road infrastructure, commercial and residential property, woodlands and orchards) present very substantial challenges to routeing and siting. As a result, whilst close paralleling of existing infrastructure may appear beneficial in some short sections, overall, the increased environmental effects from multiple changes of direction are considered greater and less compliant with the Holford Rules than those that are associated with a new route alignment.
4.16.46	Suggest that the Project is routed away from populated / residential areas.	Deciding where and how to build new high voltage electricity lines is a complex issue and National Grid is mindful of the potential effects this infrastructure may have on local communities and the concerns these may bring. We recognise that people living near our transmission infrastructure, including high voltage overhead lines, may have concerns about audible noise and potential health impacts. It has sometimes been suggested that minimum distances between properties and overhead lines should be prescribed. We do not consider this appropriate since each instance must be dealt with on its merits. However, we have always sought to route new lines away from residential property on grounds of general amenity where practicable. Projects of this nature are required to assess the potential environmental impacts of the proposals, and report on those, and set out proposed mitigation, in an Environmental Statement (ES) in accordance with the relevant Environmental Impact Assessment (EIA) Regulations. The EIA starts early in the process and, in that respect, a considerable amount of assessment work has been undertaken to allow preliminary judgements to be made about the design and routeing of the Project. This has been set out in various publications (The Corridor and Preliminary Routeing and Siting Study (CPRSS), published as part of the 2022 non-statutory consultation, the Design Development Report, 2022 Non-Statutory Consultation Feedback Report and Strategic Options Backcheck and Review, published as part of the 2023 non-statutory consultation) with feedback helping shape the preliminary proposals. Further detailed assessment work has been undertaken since the 2023 non-statutory consultation and is published in the Preliminary Environmental Information Report (PEIR) to accompany the statutory consultation stage of the Project.

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		We will be writing up our noise and vibration assessment that will, in addition to other topic specific assessments, form part of the EIA for the Project. Noise levels and the effect on residential properties as well as other sensitive areas, such as hospitals and schools, are carefully considered during planning, assessed according to the appropriate UK standards, and mitigated where necessary. We set strict technical standards for the equipment we install on our network. These will apply to the proposed new East Anglia Connection Node (EACN) substation located in the Tendring District, and extensions required to the existing Norwich Main, Bramford, and Tilbury Substations. These standards include requirements to ensure the occurrence of audible noise is eliminated or reduced as far as practicable. Therefore, significant adverse effects from noise are not expected. Noise from overhead lines is predominately determined by the conductor design, voltage and weather conditions. The overhead line will be designed using a relatively quiet conductor that meets the design specification required, and operational noise is not likely to be significant at nearby sensitive receptors under any weather conditions. Should the iterative design process result in alternative conductor types be used, consideration for this would be assessed within the EIA. Pylon fittings, such as insulators, dampers, spacers, and clamps, are also designed and procured in accordance with a series of National Grid Technical Specifications to reduce the potential for audible noise and tones to occur from all types of fittings. Where noise does occur, it is likely to be localised and of short duration. If this is due to a fault, action can be taken to rectify it. A technical note would be submitted as part of the application for development consent to support scoping out noise associated with overhead lines from the ES. We will also be writing up our Landscape and Visual Impact Assessment (LVIA) that will form part of the EIA for the Project. This will include a write-up of an assessment on both landscape character and visual amenity. Where likely significant effects are anticipated the LVIA will consider and identify areas where it may be necessary and appropriate to put forward potential mitigation as part of an iterative design and assessment process. The health and safety of the public, local communities and employees is central to everything that we do. The UK has a carefully thought-out set of policies for protecting us all against Electric and Magnetic Fields (EMFs), the main component of which is exposure guidelines. The exposure guidelines are set by independent scientific bodies and are based on decades-long studies into the effects of EMFs and ill health. After those decades of research, the weight of evidence is against there being any health risks of EMFs below the guideline limits. Our approach is to ensure that our network comply with those policies, which are set by Government on the advice of their independent advisors. The Project will be designed to ensure it is fully compliant with these policies and guidelines. This ensures that health concerns are properly and adequately addressed. Policies for both noise and EMF are incorporated into the decision-making process for development consent as set out in National Policy Statement (NPS) EN-5. It is National Grid's policy to ensure that all its equipment complies fully with those policies and guidelines. The application for a Development Consent Order (DCO) will include assessments against these polices, including both construction and operational noise and EMF.
4.16.47	Suggest that the Project is routed further away east from Buttsbury Church before it turns across the Wid again to carry on in the line down to	A route further east of Grade II* Listed Buttsbury Church (for example passing to the east of White Tyrells) is less preferred as it would be less direct, slightly longer and be on relatively higher ground. It is considered less consistent with Holford Rules 3 and 4 though slightly more consistent with Holford Rule Two by reducing effects on the church (a description of the Holford Rules can be found in Chapter 1 of this report). National Grid is undertaking an Environmental Impact Assessment (EIA) to assess the potential impact of the Project, and this will identify any need for additional mitigation.

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	the Rayleigh Road crossing point.	
4.16.48	Suggest that the Project is routed further to the west within Brentwood District and closer to the existing overhead lines (e.g., to avoid Listed property at Dunton Wayletts).	In response to feedback in this area National Grid is taking forward an alignment moved slightly further west in this location that will increase the separation to properties at Dunton Wayletts. This cannot move as far as the existing 132 kV overhead line due to the particular constraints to the north, restricting the crossing of the Billericay Road around the Herongate Wood Woodland Cemetery where alternatives would either be much closer to other residential properties or directly affect the cemetery and be less consistent with Holford Rule Two. We are undertaking an Environmental Impact Assessment (EIA) to assess the potential impact of the Project, and this will identify any need for additional mitigation.
4.16.49	Suggest that the Project route between Bushwood and Dunton Hall should be changed to follow the existing overhead line (e.g., as this is lower than the current proposal and less intrusive in the environment).	National Grid notes the potential for close paralleling the existing 132 kV overhead line to reduce the level of effects that may arise from a new overhead line. However, there are constraints and features adjacent to the existing overhead line that mean that overall, we consider close paralleling would lead to greater effects on receptors in the area and be less compliant with the Holford Rules or be less consistent with the policy to be economic and efficient. We identified a particularly constrained location along Billericay Road around the Herongate Wood Woodland Cemetery. The alignment of the existing 132 kV overhead line passes between residential properties where, even if the 132 kV overhead line was replaced by underground cable, we consider there to be insufficient space for the larger scale infrastructure associated with the 400 kV overhead line. An alternative route offset from the 132 kV overhead line to the east was also considered. However, whilst the Herongate Wood Woodland Cemetery appears to provide space for an overhead line to its western edge, routeing is constrained by a gas pipeline and would need to pass over (with a pylon within) the Woodland Cemetery (inconsistent with Holford Rule Two) or pass over a residential property and were therefore considered inconsistent with National Grid's duties and relevant planning policy. We are undertaking an Environmental Impact Assessment (EIA) to assess the potential impact of the Project, and this will identify any need for additional mitigation.
4.16.50	Suggest that the Project should be routed alongside or in place of existing pylons at Basildon to reduce impact on residents and the dawn ranch development at Blind Lane (plan provided by respondent) as the Heron Gate Green burial site does not extend as far as National Grid believed.	National Grid notes the potential for close paralleling the existing 132 kV overhead line to reduce the level of effects that may arise from a new overhead line. However, there are constraints and features adjacent to the existing overhead line that mean that overall, we consider close paralleling would lead to greater effects on receptors in the area and be less compliant with the Holford Rules or be less consistent with the policy to be economic and efficient. In particular we identified a particularly constrained location along Billericay Road around the Herongate Wood Woodland Cemetery. The alignment of the existing 132 kV overhead line passes between residential properties where, even if the 132 kV overhead line was replaced by underground cable, we consider there to be insufficient space for the larger scale infrastructure associated with the 400 kV overhead line. An alternative route offset from the 132 kV overhead line to the east was also considered. However, whilst the Herongate Wood Woodland Cemetery appears to provide space for an overhead line to its western edge, routeing is constrained by a gas pipeline and would need to pass over (with a pylon within) the Woodland Cemetery (inconsistent with Holford Rule Two) or pass over a residential property and were therefore considered inconsistent with National Grid's duties and relevant planning policy. We are undertaking an Environmental Impact Assessment (EIA) to assess the potential impact of the Project, and this will identify any need for additional mitigation.

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4.16.51	Suggest that the Project should pass to the west of Basildon, locating this infrastructure further east, closer to Lower Dunton Road, or west between Dunton Hills Garden Village and West Horndon.	We note the respondent's preference but in the absence of new evidence or new information, continue to consider these alternatives to be less preferred for the reasons set out in various previously published material including the Corridor and Preliminary Routeing and Siting Study (CPRSS) (published in 2022) and the Design Development Report (DDR) (published at the 2023 non-statutory consultation). No change is therefore currently proposed but we will continue to make changes to the 2024 preferred draft alignment as we receive further feedback and as the Project develops.
4.16.52	Suggest that the Project should run in closer to / parallel to the existing 400 kV overhead lines.	National Grid notes the potential for close paralleling existing overhead lines to reduce the level of effects that may arise from a new overhead line. However, where existing overhead lines are present along the proposed route, there are constraints and features that mean, overall, we consider close paralleling would lead to greater effects on receptors in the area and be less compliant with the Holford Rules or be less consistent with the policy to be economic and efficient. A number of residential properties are present in close proximity to the existing 400 kV overhead line meaning that if the overhead lines were close paralleled it would result in the properties having an overhead line close to both sides. There are also some locations where the combination of existing physical and environmental features (road infrastructure, commercial and residential properties etc) present very substantial challenges to routeing and siting. As a result, whilst close paralleling may appear beneficial in some sections, overall, the increased environmental effects where the overhead lines have to converge and diverge, and those increased effects on properties with overhead lines on both sides are considered greater than those introduced by a new overhead line separated from existing 400 kV overhead lines. Whilst crossings and use of underground cable technology may be able to address various constrained locations, we consider the costs and environmental effects arising from the additional infrastructure required to be less compliant with our duties and relevant policies.
4.16.53	Suggest that the Project uses underground cables to Hutton Substation followed by an upgrade to current infrastructure from this point (to Tilbury).	National Policy Statement (NPS) EN-5 makes it clear that the Government expects overhead lines to be appropriate in most instances, although it recognises that there may be, at particularly sensitive locations which includes nationally designated areas such as Areas of Outstanding Natural Beauty (AONBs), potential adverse landscape and visual impacts of an overhead line that make it inconsistent with our duties and relevant planning policy. We may also adopt underground cables in other circumstances such as to cross existing 400 kV overhead line infrastructure. No such designations or crossing location is present in the Hutton area which is therefore proposed as an overhead line at this stage. National Grid note the potential for close paralleling the existing 132 kV overhead line to reduce the level of effects that may arise from a new overhead line. However, there are constraints and features adjacent to the existing overhead line that mean that overall, we consider close paralleling would lead to greater effects and be less compliant with the Holford Rules or be less consistent with the policy to be economic and efficient. We are undertaking an Environmental Impact Assessment (EIA) to assess the potential impact of the Project, and this will identify any need for additional mitigation.
4.16.54	Suggest that the route is reverted back to the 2022	Whilst noting the respondent's preference, National Grid consider that the reasons for the change from the graduated swathe presented at our 2022 non-statutory consultation remain, these were mainly related to potential effects on Grade I Listed heritage assets, and as such consider the 2023 preferred draft alignment to be an appropriate basis to

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	preferred draft corridor near Church Lane.	take the Project forward. We will continue to make changes to the 2024 preferred draft alignment as we receive further feedback and as the Project develops.
4.16.55	Suggest that the underground cables are used at the emerging Dunton Hills Garden Village (i.e., consistent with plans to bury existing cables).	National Grid has carefully considered the feedback received during the 2023 non-statutory consultation, the alternatives available, and other factors including our duties and obligations. These duties include balancing the need to be economic, efficient, and keep costs down in the interests of the bill-paying consumers, balanced against a duty to have regard to preserving amenity, the natural environment, cultural heritage, landscape, and visual quality. The National Policy Statement (NPS) EN-5 makes clear that *'the Government's position that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or Areas of Outstanding Natural Beauty)*'. The NPS also confirms that widespread and significant adverse landscape and/or visual impacts in other locations may also justify the use of undergrounding. We may also adopt underground cables in other circumstances such as to cross existing 400 kV overhead line infrastructure. No such designations or crossing locations have been identified in this section which is therefore proposed as an overhead line at this stage. We are undertaking an Environmental Impact Assessment (EIA) to assess the potential impact of the Project, and this will identify any need for additional mitigation. Further information on how we have assessed the possibility of undergrounding at this location can be found in Chapter 5 of the 2024 Design Development Report (DDR).
4.16.56	Suggest that underground cables are used for the entire Project.	National Grid has carefully considered the feedback received during consultation, the alternatives available, and other factors including our duties and obligations. These duties include balancing the need under The Electricity Act 1989 to be economic and efficient, which includes keeping costs down in the interests of the bill-paying consumers, with a duty to have regard to preserving amenity, which includes the natural environment, cultural heritage, landscape and visual quality. The National Policy Statement (NPS) EN-5 makes clear that *'the Government's position that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or Areas of Outstanding Natural Beauty (AONBs))'.* The NPS also confirms that widespread and significant adverse landscape and/or visual impacts in other locations may also justify the use of undergrounding. We may also adopt underground cables in other circumstances such as to cross existing 400 kV overhead line infrastructure. Therefore, whilst undergrounding the whole route is not considered appropriate, National Grid's proposals do include underground cable within the Dedham Vale AONB in accordance with NPS EN-5. Prior to our 2023 non-statutory consultation we identified the need to extend the underground cable beyond the AONB boundary because of potential effects, we have further extended this section of underground cable following consideration of feedback on our 2023 non-statutory consultation and additional investigation into potential effects. We also identified an approximately 4 km section near Great Horkesley as meeting the particularly sensitive criteria where underground cable is also proposed and following consideration of feedback to the 2023 non-statutory consultation, we are reviewing the potential to utilise around 2 km of underground cable near Diss though this is subject to review of the findings of ground investigations and further studies. Additionally, underground cable is proposed at Fairstead for a

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		400 kV overhead line crossing and for around 5 km for the crossing of the Lower Thames Crossing (LTC) proposals and line entry to Tilbury Substation.
4.16.57	Suggest that underground cables are used for the Project for the area to the west / south-west of Ingatestone.	National Grid has carefully considered the feedback received during the 2023 non-statutory consultation, the alternatives available, and other factors including our duties and obligations. These duties include balancing the need to be economic, efficient, and keep costs down in the interests of the bill-paying consumers, balanced against a duty to have regard to preserving amenity, the natural environment, cultural heritage, landscape, and visual quality. National Policy Statement (NPS) EN-5 makes clear that *'the Government's position that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or Areas of Outstanding Natural Beauty (AONBs))'.* The NPS also confirms that widespread and significant adverse landscape and/or visual impacts in other locations may also justify the use of undergrounding. We may also adopt underground cables in other circumstances such as to cross existing 400 kV overhead line infrastructure. No such designations or crossing locations have been identified in this section which is therefore proposed as an overhead line at this stage. We are undertaking an Environmental Impact Assessment (EIA) to assess the potential impact of the Project, and this will identify any need for additional mitigation.
4.16.58	Suggest that underground cables are used in populated / residential areas.	Projects of this nature are required to assess the potential environmental impacts of the proposals, and report on those, and set out proposed mitigation, in an Environmental Statement (ES) in accordance with the relevant Environmental Impact Assessment (EIA) Regulations. The EIA starts early in the process and, in that respect, a considerable amount of assessment work has been undertaken to allow preliminary judgements to be made about the design and routeing of the Project. This has been set out in various publications (The Corridor and Preliminary Routeing and Siting Study (CPRSS), published as part of the 2022 non-statutory consultation, the Design Development Report, 2022 Non-Statutory Consultation Feedback Report and Strategic Options Backcheck and Review, published as part of the 2023 non-statutory consultation) with feedback helping shape the preliminary proposals. Further detailed assessment work has been undertaken since the 2023 non-statutory consultation and is published in the Preliminary Environmental Information Report (PEIR) to accompany the statutory consultation stage of the Project. National Grid has carefully considered the feedback received during consultation, the alternatives available, and other factors including our duties and obligations. These duties include balancing the need to be economic and efficient, which includes keeping costs down in the interests of the bill-paying consumers, and the duty to have regard to preserving amenity, which includes the natural environment, cultural heritage, landscape and visual quality. National Policy Statement (NPS) EN-5 makes clear that *'the Government's position that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or Areas of Outstanding Natural Beauty (AONBs))'.* The NPS also confirms that widespread and significant adverse landscape and/or visual impacts in other locations may also justify the use of undergrounding. We may also adopt underground cables in other circumstances such as to cross existing 400 kV overhead line infrastructure. At this stage no locations have been proposed to be underground cable on the basis of residential effects alone although potential effects on residential property occupiers have formed part of the decision making in some cases.

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		Underground cable is proposed through the AONB, in some locations near the AONB, for a crossing of the 400 kV overhead line, for the line entry to Tilbury Substation and following consideration of the feedback to our 2023 non-statutory consultation we are reviewing the potential to utilise around 2 km of underground cable near Diss though this is subject to review of the findings of ground investigations and further studies. We will be writing up the Landscape and Visual Impact Assessment (LVIA) which will form part of the Environmental Impact Assessment (EIA). This will assess the impact of the Project and will identify the need for additional mitigation if required, this may include measures at particular locations to reduce a change in views of the Project or to better integrate infrastructure into the wider landscape.
4.16.59	Suggest that underground cables should be used for the Project at the Botney Hill Road near the Herongate / Little Burstead area.	National Grid has carefully considered the feedback received during the 2023 non-statutory consultation, the alternatives available, and other factors including our duties and obligations. These duties include balancing the need to be economic, efficient, and keep costs down in the interests of the bill-paying consumers, balanced against a duty to have regard to preserving amenity, the natural environment, cultural heritage, landscape, and visual quality. National Policy Statement (NPS) EN-5 makes clear that *'the Government's position that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or Areas of Outstanding Natural Beauty (AONBs))'.* The NPS also confirms that widespread and significant adverse landscape and/or visual impacts in other locations may also justify the use of undergrounding. We may also adopt underground cables in other circumstances such as to cross existing 400 kV overhead line infrastructure. No such designations or crossing locations are present in the Botney Hill Road area which is therefore proposed as an overhead line at this stage. We are undertaking an Environmental Impact Assessment (EIA) to assess the potential impact of the Project, and this will identify any need for additional mitigation.
4.16.60	Suggest the use of higher pylons over the railway line near Ingatestone.	The overhead line is designed to meet industry standards and National Grid technical specifications, guidelines and requirements. The pylon heights proposed are sufficient to maintain the relevant electrical clearances required (which vary subject to what is being crossed and pylon positioning).
4.16.61	Suggest the use of T-pylons near Brentwood and Billericay.	The 2024 preferred draft alignment reflects the use of standard lattice pylons. The use of other pylon designs is still under consideration if an overhead line route is progressed. National Grid is and will continue to carry out further assessments on pylon design. Our assessments will include visual impacts and mitigation, environmental and ecological considerations, construction, and lifetime maintenance effects. Different designs in use in the UK include: • standard lattice; • lower height lattice; and • T-pylons. The findings from our assessments will be published in Appendix C of the Design Development Report (DDR) as part of our 2024 statutory consultation. We will continue to consider the use of alternative pylon types should further feedback be received from the 2024 statutory consultation.

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4.16.62	Suggest the use of underground cables between north Ingatestone and Padham's Green.	National Grid has carefully considered the feedback received during the 2023 non-statutory consultation, the alternatives available, and other factors including our duties and obligations. These duties include balancing the need to be economic, efficient, and keep costs down in the interests of the bill-paying consumers, balanced against a duty to have regard to preserving amenity, the natural environment, cultural heritage, landscape, and visual quality. National Policy Statement (NPS) EN-5 makes clear that *'the Government's position that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or Areas of Outstanding Natural Beauty (AONBs))'.* The NPS also confirms that widespread and significant adverse landscape and/or visual impacts in other locations may also justify the use of undergrounding. We may also adopt underground cables in other circumstances such as to cross existing 400 kV overhead line infrastructure. No such designations or crossing locations have been identified in this section which is therefore proposed as an overhead line at this stage. We are undertaking an Environmental Impact Assessment (EIA) to assess the potential impact of the Project, and this will identify any need for additional mitigation.
4.16.63	Suggestion that the Project is routed away from / the Project should not be located at a specific location.	Further assessment and technical appraisal have been undertaken following feedback received from the 2023 non-statutory consultation which has resulted in several changes to the current draft alignment. Further details on these changes can be found in the Design Development Report (DDR), published as part of the 2024 statutory consultation. Further changes to the draft alignment will be considered as the Project develops.
4.16.64	Suggestion that the Project is routed away from / the Project should not be located at Billericay.	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Billericay. In the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the draft alignment. Guidelines on overhead line routeing are known as the Holford Rules which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Chapter 1 of this report.
4.16.65	Suggestion that the Project is routed away from / the Project should not be located at Brentwood.	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Brentwood. In the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the draft alignment. Guidelines on overhead line routeing are known as the Holford Rules which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Chapter 1 of this report.
4.16.66	Suggestion that the Project is routed away from / the Project should not be located at Dunton Hills Garden Village.	National Grid notes the respondent's preference but in the absence of new evidence or further information we continue to consider the 2023 preferred draft alignment to be appropriate subject to a number of detailed changes which include a partial change of the alignment in this vicinity. We will publish the changes as part of our 2024 statutory consultation. We will continue to make changes to the 2024 preferred draft alignment where practicable as we receive further feedback and as the Project develops. We are undertaking an Environmental Impact Assessment (EIA) to assess the potential impact of the Project, and this will identify any need for additional mitigation.

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4.16.67	Suggestion that the Project is routed away from / the Project should not be located at Havering's Grove.	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Havering's Grove. We have reviewed alternative alignments in this area but remain of the view that the current draft alignment should be taken forward at this time. Further details on the alternatives considered can be found in the Design Development Report, published as part of the 2024 statutory consultation. Further changes to the draft alignment will be considered as the Project develops.
4.16.68	Suggestion that the Project is routed away from / the Project should not be located at Hutton.	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Hutton. In the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the draft alignment. Guidelines on overhead line routeing are known as the Holford Rules which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Chapter 1 of this report.
4.16.69	Suggestion that the Project is routed away from / the Project should not be located at Ingatestone.	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Ingatestone. In the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the draft alignment. Guidelines on overhead line routeing are known as the Holford Rules which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Chapter 1 of this report.
4.16.70	Suggestion that the Project is routed away from / the Project should not be located at Ingatestone Hall and Hylands House.	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Ingatestone Hall and Hylands House. In the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the draft alignment. Guidelines on overhead line routeing are known as the Holford Rules which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Chapter 1 of this report. We are undertaking an Environmental Impact Assessment (EIA) to assess the potential impacts on Heritage assets such as Ingatestone Hall and Hylands House and park and garden, and this will identify any need for additional mitigation.
4.16.71	Suggestion that the Project is routed away from / the Project should not be located at Little Burstead.	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Little Burstead. In the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the draft alignment. Guidelines on overhead line routeing are known as the Holford Rules which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Chapter 1 of this report.
4.16.72	Suggestion that the Project is routed away from / the Project should not be located at Mountnessing.	National Grid has considered the respondent's feedback highlighting a preference for an alternative moved away from Mountnessing. In the absence of a specific basis for the change or a proposed alternative alignment, we have considered this feedback by following the guidance in the Holford Rules in developing the draft alignment. Guidelines on overhead line routeing are known as the Holford Rules which remain a valuable tool in selecting and assessing potential overhead line route options as part of the options appraisal process. A summary of the Holford Rules is provided within Chapter 1 of this report.

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4.16.73	The Project should be re-routed east to follow the A130 which has already carved out its route south of the A12.	There could be potential benefits from infrastructure being concentrated geographically, i.e. by routeing the Project in close proximity to existing road infrastructure, However, there are constraints and features that mean that we do not consider close paralleling existing roads such as the A130 or A12 will reduce environmental effects or improve compliance with the Holford Rules or be more consistent with the policy requirement to be economic and efficient. Several residential properties, as well as hamlets, villages and towns, are present in close proximity to the existing transport infrastructure necessitating multiple diversions of an overhead line. There are also some locations where the combination of existing physical and environmental features (railway and road infrastructure, commercial and residential property, woodlands and orchards) present very substantial challenges to routeing and siting. As a result, whilst close paralleling of transport infrastructure may appear beneficial in some short sections, overall, the increased environmental effects from multiple changes of direction are considered greater and less compliant with the Holford Rules than those that are associated with a new route alignment. National Grid is undertaking an Environmental Impact Assessment (EIA) to assess the potential impact of the Project, and this will identify any need for additional mitigation.
4.16.74	The Project should be re-routed further west following the M25 or southbound.	The Corridor and Preliminary Routeing and Siting Study (CPRSS) published as part of the 2022 non-statutory consultation and the Strategic Options and Backcheck Review (SOBR) published as part of the 2023 non-statutory considered alternative connection routeing. It considered that these alternatives to be less economic and efficient and they were not taken forward. In the absence of new evidence or further information, no change is currently proposed. We will continue to make changes to the draft alignment where practicable as we receive further feedback and as the Project develops.
Design Question		
4.16.75	Will a detailed archaeological investigation take place prior to construction (in regard to Roman archaeological sites)?	An Environmental Impact Assessment (EIA) for the historic environment is being undertaken for the Project which will be submitted with the application for development consent. This includes assessment of impacts to archaeology and this assessment is informed by all available desk-based sources of information and archaeological fieldwork where appropriate, and as agreed with the archaeological advisors to the potentially affected local authorities. The assessment will determine whether archaeological mitigation is required prior to construction and this mitigation will be undertaken in line with a Written Scheme of Investigation agreed with the archaeological advisors to the local authorities.
Economic / Employment Impact		
4.16.76	Concern about the negative impact on businesses in the area.	Through the routeing and siting exercise National Grid has sought and will continue to reduce as far as practicable impacts to businesses. To reduce potential impacts, we are identifying businesses and enterprises and their primary function, and also those that are likely to generate tourism such as private gardens and parks. These have been and will continue to be considered during the iterative design process. Impacts on local businesses will be presented within a Socio-economics, Recreation and Tourism assessment which is being undertaken and will be written up to form part of the Environmental Impact Assessment (EIA). As part of this assessment, a range of measures are being considered throughout the construction phase of the Project to minimise

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		disruption to businesses and their users. These measures will be identified within the Environmental Statement (ES) that will accompany the Development Consent Order (DCO) application.
Environmental Impact		
4.16.77	Concern about the impact of flooding at wash near Billericay Fire Station on the Project.	National Grid has sought to and will continue to seek to reduce the impact on areas prone to flooding through the routeing and siting exercise, and we will continue to refine the potential interactions through careful siting of infrastructure and pylons outside of flood zones where practicable. Where avoidance is not practicable, the Flood Risk Assessment (FRA) that will be prepared will identify any measures necessary to ensure the safety of the Project from flooding over its lifetime, and that flood risk is not increased during the construction or operation of the Project.
4.16.78	Concern about the negative impact of the Project on the Green Belt(s).	To connect a new transmission connection into Tilbury Substation it will be necessary to route through the Metropolitan Green Belt. National Grid has considered the effects on the Green Belt and all of the options connecting into Tilbury identified in the Corridor and Preliminary Routeing and Siting Study (CPRSS) would result in new and upgraded infrastructure in the Green Belt. The National Electricity Transmission System (NETS) transports energy from where it is generated to where it is used, in homes, schools, hospitals, businesses, and factories. Electricity networks are an established feature in our landscapes, taking energy across open countryside to towns and cities where it is needed. To ensure the national electricity network can transport energy efficiently there are numerous electricity transmission connections crossing Green Belts. Many of these connections are by way of overhead lines. By their nature, electricity transmission infrastructure (overhead lines) within the Green Belt is inevitable due to the need to transport energy around the country and the need to avoid the most built-up areas around our towns and cities (Holford Rule Supplementary Note 1). Some electricity infrastructure such as overhead lines, are considered to be engineering operations. By the nature of their design, and the sensitive siting, some of this infrastructure such as pylons and conductors may not be considered inappropriate development in the Green Belt as they do not conflict with Green Belt purposes and preserve openness. Although overhead lines may occupy long corridors within Green Belt, they involve little physical change to the land through which they pass and leave a large majority of the land beneath them free from development and therefore open. National Grid will submit a Planning Statement with its Development Consent Order (DCO) application which will assess the impacts of the Norwich to Tilbury Project on the Green Belt.
4.16.79	Concern about the impact of flooding on the Project near Buckwyns Billericay and the field around the River Wid.	The Project's resilience to flooding and its potential to increase flood risk, during its construction and operation, is being assessed within the Environmental Statement (ES) and the Flood Risk Assessment (FRA) that will be submitted with the Development Consent Order (DCO) application. The Project will secure good practice and will embed design measures to reduce the potential impact on flood risk from rivers, surface water and groundwater. These measures will be agreed with the Environment Agency and Lead Local Flood Authority.
4.16.80	Concern that the Project will impact designated sites (e.g., Sites of Special Scientific	Through routeing and siting, National Grid has sought and will continue to reduce as far as practicable impacts on biodiversity and in particular features of high ecological value, such as Sites of Special Scientific Interest (SSSI), Special Protection Areas (SPAs), Ramsar sites and Ancient Woodland.

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	Interest (SSSI), Ancient Woodland and an Royal Society for the Protection of Birds (RSPB) reserve).	The process of route design takes account of existing biodiversity, the natural environment and, where practicable, seeks to reduce potential impacts on areas of ecological sensitivity, through avoidance or mitigation. The Environmental Impact Assessment (EIA) for the Project will assess the effects on biodiversity (which includes receptors such as SSSIs, SPAs, Ramsar sites and Ancient Woodland) and where necessary will detail mitigation requirements. The assessment methodology has been discussed and agreed with Natural England and the assessment will be presented in the Environmental Statement (ES) or Habitats Regulations Assessment (HRA) depending on potential impact pathways. We will continue to engage with Natural England, the Royal Society for the Protection of Birds (RSPB) and other relevant stakeholders on aspects relating to biodiversity and the natural environment, including appropriate mitigation measures and techniques, and will take their views into account as the Project continues to develop.
4.16.81	Concern that the Project will result in a negative impact on the environment generally (no details given).	Through routeing and siting, National Grid has sought and will continue to reduce as far as practicable impacts on the environment. National Grid is undertaking an Environmental Impact Assessment (EIA) for the Project. The results of this assessment will be provided in the Environmental Statement (ES) that will accompany the Development Consent Order (DCO) application. The ES will identify and assess the likely significant effects on the environment resulting from the construction and operation (and maintenance) of the Project and will recommend appropriate mitigation measures to reduce potential effects. The scope of the EIA is included in the Scoping Report which was submitted to the Planning Inspectorate in November 2022. We will continue to engage with a range of stakeholders (including Statutory Environmental Bodies (SEBs) and relevant Local Planning Authorities (LPAs)) throughout the development of the Project design and environmental assessment work.
4.16.82	Suggest that areas other than the Area of Outstanding Natural Beauty (AONB) should be protected / Criticism that only the AONB has been considered.	National Policy Statement (NPS) EN-5 states that the Government considers overhead lines to be appropriate and acceptable in most instances, although it recognises that that there may be, at particularly sensitive locations, potential adverse landscape and visual impacts of overhead line infrastructure that make it inconsistent with our duties and relevant planning policy. The Area of Outstanding Natural Beauty (AONB) designation in this section is one such location where there is a presumption that underground cable technology is adopted with the extent of underground cabling extending beyond the boundary in response to the potential for the Project to affect the Natural Beauty of the AONB. Our current proposals include a total of approximately 20 km of underground cable through and in the vicinity of the Dedham Vale AONB, including a section at Great Horkesley to reduce the changes in views and setting of the AONB from within and adjacent to its designated boundary. Underground cabling is also proposed for short section for a 400 kV overhead line crossing near Fairstead and approximately 5 km from just north of the Lower Thames Crossing (LTC) through to Tilbury Substation. Projects of this nature are required to assess the potential environmental impacts of the proposals, and report on those, and set out proposed mitigation, in an Environmental Statement (ES) in accordance with the relevant Environmental Impact Assessment (EIA) Regulations. The EIA starts early in the process and, in that respect, a considerable amount of assessment work has been undertaken to allow preliminary judgements to be made about the design and routeing of the Project. This has been set out in various publications (The Corridor and Preliminary Routeing and Siting Study (CPRSS), published as part of the 2022 non-statutory consultation, the Design

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		Development Report, 2022 Non-Statutory Consultation Feedback Report and Strategic Options Backcheck and Review, published as part of the 2023 non-statutory consultation) with feedback helping shape the preliminary proposals. Further detailed assessment work has been undertaken since the 2023 non-statutory consultation and is published in the Preliminary Environmental Information Report (PEIR) to accompany the statutory consultation stage of the Project. National Grid will be writing up its Landscape and Visual Impact Assessment (LVIA) that will, in addition to other topic specific assessments, form the latter part of the EIA for the Project. This will include a write-up of an assessment on both landscape character and visual amenity. Where likely significant effects are anticipated the LVIA will consider and identify areas where it may be necessary and appropriate to put forward potential mitigation as part of an iterative design and assessment process.
Financial Compensation		
4.16.83	Concern that the Project will devalue property / impact on property value in this section.	National Grid acknowledges that its proposals may cause concern to landowners. Diminishment of property value known as 'injurious affection' and any other appropriate heads of claim will be considered on an individual basis in accordance with current legislation. We will pursue a voluntary agreement with affected landowners, acquiring rights in accordance with our Land Rights Strategy (the strategy is subject to review). If a voluntary agreement cannot be reached, then the Compulsory Purchase Code allows for a claim of compensation for the loss that property owners may have suffered as a direct result of the retained part of your property ownership being worth less as a direct result of the works. If there are any specific concerns about the devaluation of property National Grid would advise seeking third party advice or alternatively please contact the Project team: Norwich-Tilbury@fishergerman.co.uk or by calling us on Freephone 0808 175 3314. Alternatively, you can write to Norwich to Tilbury Land Team, Fisher German, The Atrium, Risby Business Park, Newmarket Road, Risby, Bury St Edmunds, IP28 6RD.
4.16.84	Request for adequate financial compensation / suggest that impacted individuals need to be compensate.	All affected landowners will be compensated for any temporary/permanent losses, and this will be dealt with on a case-by-case basis. If there are any specific concerns requiring compensation and how it will be assessed, please contact the Project team: Norwich-Tilbury@fishergerman.co.uk or by calling us on Freephone 0808 175 3314. Alternatively, you can write to Norwich to Tilbury Land Team, Fisher German, The Atrium, Risby Business Park, Newmarket Road, Risby, Bury St Edmunds, IP28 6RD. Additionally, we await details of how Government intends to implement its proposals for those living in close proximity to new electricity infrastructure.
Health, Safety and Wellbeing		
4.16.85	Concern that the Project may result in a negative impact on	National Grid recognises people may have concerns about the health effects of living close to an overhead line, and that the uncertainty whilst the proposals are developed may cause anxiety.

Ref no.	Summary of matters raised	National Grid's response
	mental health / health and wellbeing.	We have sought to reduce potential effects on communities and residents through routeing and design. We have also sought to reduce concern or uncertainty about the proposals through making timely design decisions and engaging with the people and stakeholders throughout the development of the Project. The Project team will continue to engage with people potentially affected during the development of the Project, through regular communication including letters, phone calls and meetings. This will enable concerns to be raised and discussed at an early opportunity and provide a regular point of contact to respond to queries and concerns. We urge anyone with concerns to get in touch through the Norwich to Tilbury Freephone number, address or email throughout the development of the Project: • **Call our Community Helpline:** 0800 915 2497 (Lines are open Monday to Friday 9am-5:30pm) • **Email us:** contact@n-t.nationalgrid.com • **Write to us:** FREEPOST N TO T (No stamp or further address details are required) The UK has a carefully thought-out set of policies for protecting us all against Electric and Magnetic Fields (EMFs), the main component of which is exposure guidelines. Those exposure guidelines are set by independent scientific bodies and are based on decades-long studies into the effects of EMFs and ill health. After those decades of research, the weight of evidence is against there being any health risks of EMFs below the guideline limits. These policies are incorporated into the decision-making process for development consent in National Policy Statement (NPS) EN-5. It is National Grid's policy to ensure that all of its equipment comply fully with those exposure limits. Our approach is to ensure that all our equipment complies with the policies, which are set by Government on the advice of their independent advisors. The proposed overhead lines, underground cables and substation will be designed to ensure they are fully compliant with these policies and guidelines. This ensures that health concerns relating to EMFs are properly and adequately addressed.
4.16.86	Concern that the siting of overhead lines presents a risk to light aircrafts in the area.	Our review of airfields within 4 km of the preferred corridor identified 10 General Aviation (GA) sites, one military site (Wattisham Flying Station) and the Mid and South Essex National Health Service (NHS) Broomfield Hospital which receives helicopters from a helipad on the roof of the main hospital building. We have also considered other airfields and flight activities where these have been identified through the 2022 and 2023 non-statutory consultations including for ballooning and for model flying. As well as considering feedback, National Grid's aviation advisers (an independent aviation consultancy) have directly engaged with these parties. A number of route alignment and pylon positioning changes have been made following consideration of feedback and in all but one case the assessment concludes that the airfields can continue to operate. In the remaining case of a private airstrip near Little Burstead we continue to liaise with the operator to identify an appropriate solution. Specifically in respect of Wattisham Flying Station our proposals position the alignment onto relatively lower ground (to remove the potential for interference with Instrument Landing System (ILS) radar) and adopt an alignment closer to the existing 132 kV overhead line and include replacing part of the 132 kV line south of Offton by underground cable to avoid a new overhead line corridor being introduced. We will continue to engage with relevant parties as appropriate throughout the project development process.

Ref no.	Summary of matters raised	National Grid's response
Heritage		
4.16.87	Concern about archaeological impacts (including impacts on sites of significance).	Through routeing and siting National Grid has sought and will continue to reduce as far as practicable potential impacts on the historic environment. We will be writing up our Historic Environment Assessment which will form part of the Environmental Impact Assessment (EIA) and will identify likely significant effects on archaeological sites. To inform this assessment, we are undertaking desk-based assessment and a suite of archaeological surveys to understand the baseline historic environment and refine the Project design further. We will continue to engage with Historic England and relevant Local Planning Authorities (LPAs) on aspects relating to heritage, including appropriate mitigation measures and techniques and to take their views into account as the Project continues to develop.
4.16.88	Concern about the negative impact on heritage buildings / listed buildings / historical site and suggest that the Project is routed away from or not located at heritage buildings / listed buildings / historical sites.	Through routeing and siting National Grid has sought to and will continue to reduce as far as practicable potential impacts on the historic environment, including listed buildings and known heritage assets. If potential impacts on the historic environment are identified, we will explore a range of mitigation measures such as careful siting of pylons and screening (both new and existing) to reduce potential impacts where practicable. This will be presented within the Historic Environment Assessment which will be written up and will form part of the Environmental Impact Assessment (EIA) for the Project. We will continue to engage with Historic England and relevant Local Planning Authorities (LPAs) on aspects relating to heritage, including appropriate mitigation measures and techniques and will take their views into account as the Project continues to develop.
Information		
4.16.89	Concern about the Project being close to private airstrip at Brock Farm.	National Grid has appointed an independent aviation consultancy which has engaged (with National Grid also present) with Brock Airfield. Feedback was that the airstrip has been sold to a new owner (the adjacent carp fishery) who advised that the airstrip has now been closed. Thus, there is no conflict between the Project and this now closed airstrip. We will continue to engage with nearby airfields as appropriate throughout the project development process.
Public Rights of Way (PRoW)		
4.16.90	Concern about the negative impact on Public Rights of Way (PRoW).	Through routeing and siting, National Grid has sought to and will continue to reduce, as far as practicable, impacts and disruption to Public Rights of Way (PRoW). The iterative process of route design has identified the existing PRoW network and their wider connectivity and sought where practicable to reduce and where possible remove impacts to PRoW. If mitigation is required, measures may include the temporary closure of PRoW during the construction phase, and where practicable a diversion to allow for the continued use and movement of the wider PRoW network. Effects on PRoW will be mitigated where possible, maintaining access where practicable, with closures as a last resort. We will continue to engage with relevant stakeholders on the PRoW network to enable feedback and input to be considered as the Project develops. A PRoW Management Strategy will be prepared as part of the Outline Code of Construction Practice (CoCP) and submitted with the Development Consent Order (DCO) application.

Ref no.	Summary of matters raised	National Grid's response
Requests		
4.16.91	Request for further information on the impact of the Project on the solar photovoltaic (PV) development at Park Farm, Brentwood (e.g., will there be any dust and shading impact during or after construction as this will affect the maintenance of and electricity output from the solar site).	National Grid is proposing a change to 2023 preferred draft alignment to route the overhead line closer to the gas pipeline that routes north to south in this general area. National Grid considers that this will reduce the potential for effects on proposed housing development but requires oversail of the Park Farm solar photovoltaic (PV) development. National Grid will engage with the developer of the site to understand the potential for interaction to understand any response that may be appropriate. We are undertaking an Environmental Impact Assessment (EIA) to assess the potential impact of the Project, and this will identify any need for additional mitigation.
4.16.92	Request for more information – why it is considered acceptable by National Grid to run two lines of pylons at Hutton? (i.e., considering that National Grid stated during the 2022 non-statutory consultation that two rows of overhead lines next to each other are considered ugly and therefore overhead lines could not be routed adjacent to other overhead lines).	There may have been a misunderstanding as contrary to the respondent's suggestion, National Grid considers that close paralleling the existing 132 kV overhead line has potential to reduce the level of effects that may arise from a new overhead line. However, this depends on specific circumstances and the constraints and features adjacent to the existing overhead line. In some cases, coalescence of overhead lines may provide a reduced effect compared with a more separated design, whereas this may be reversed in other circumstances. We are undertaking an Environmental Impact Assessment (EIA) to assess the potential impact of the Project, and this will identify any need for additional mitigation.
4.16.93	Request that the supporting evidence base for the Project is updated to recognise the potential strategic growth area that includes Crest Nicolson Partnerships land holdings.	National Grid is proposing a change to the 2023 preferred draft alignment to route the overhead line closer to the gas pipeline that routes north to south in this general area. We consider that this will reduce the potential for effects on development in the area of interest to the partnership. These changes will be shared as part of the 2024 statutory consultation, and we will continue to make changes to the 2024 preferred draft alignment as we receive further feedback and as the Project develops. We are undertaking an Environmental Impact Assessment (EIA) to assess the potential impact of the Project, and this will identify any need for additional mitigation.
Tourism		
4.16.94	Concern about the impact of the Project on tourism.	National Grid has a duty under the Electricity Act 1989 to have regard to the desirability of (amongst other things) preserving natural beauty, and to do what it reasonably can to mitigate the associated effects of new infrastructure. Through routeing and siting we have sought to avoid, as far as practicable, locations important for leisure and tourism. This includes taking forward a preferred draft route alignment which included changes to reduce effects on sites important for tourism such as Bressingham Steam Museum and Gardens.

Ref no.	Summary of matters raised	National Grid's response
		We will continue to consider these locations as we develop our proposals and seek to reduce effects, by implementing measures such as, the use of underground cables in the areas of highest amenity value (Dedham Vale Area of Outstanding Natural Beauty (AONB)), and appropriately control construction related traffic movements during the construction phase to minimise disruption to local road users. Potential impacts on leisure and tourism will be presented within a Socio-economics, Recreation and Tourism assessment which is being written up and will form part of the Environmental Impact Assessment (EIA). As part of this assessment, a range of measures are being considered throughout the construction phase of the Project to minimise disruption on leisure and tourism. These include traffic management, signage and routeing measures. These will be identified within the Environmental Statement (ES), the Outline Code of Construction Practice (CoCP) and the Outline Construction Traffic Management Plan (CTMP).
Visual Impact		
4.16.95	Concern about the cumulative effect of the Project alongside existing overhead lines.	National Grid is, as part of the Environmental Impact assessment (EIA) for the Project, undertaking a cumulative effects assessment in accordance with the Planning Inspectorate's Advice Note Seventeen 'Cumulative Effects Assessment'. Projects of this nature are required to assess the potential environmental impacts of the proposals, and report on those, and set out proposed mitigation, in an Environmental Statement (ES) in accordance with the relevant EIA Regulations. The EIA starts early in the process and, in that respect, a considerable amount of assessment work has been undertaken to allow preliminary judgements to be made about the design and routeing of the Project. This has been set out in various publications (The Corridor and Preliminary Routeing and Siting Study (CPRSS), published as part of the 2022 non-statutory consultation, the Design Development Report, 2022 Non-Statutory Consultation Feedback Report and Strategic Options Backcheck and Review, published as part of the 2023 non-statutory consultation) with feedback helping shape the preliminary proposals. Further detailed assessment work has been undertaken since the 2023 non-statutory consultation and is published in the Preliminary Environmental Information Report (PEIR) to accompany the statutory consultation stage of the Project. National Grid will be writing up its Landscape and Visual Impact Assessment (LVIA) that will, in addition to other topic specific assessments, form the latter part of the EIA for the Project. This will include a write-up of an assessment on both landscape character and visual amenity. Where likely significant effects are anticipated the LVIA will consider and identify areas where it may be necessary and appropriate to put forward potential mitigation as part of an iterative design and assessment process. For the LVIA, information will be gathered on the existing applicable environment / receptors and presented as the baseline. Any existing infrastructure (such as existing transmission lines and associated wirescapes) will form part of the baseline environment for the Project to be assessed against, to identify if significant landscape and / or visual effects are likely to arise. In the event significant effects are predicted, where possible, mitigation measures will be proposed to reduce the effect as far as practicable. The findings and conclusions of the LVIA and other topics assessments will then be considered within the cumulative impact assessment for the Project. Our 2024 statutory consultation will publish details of the Project including proposals to replace certain sections of 132 kV overhead line connection with underground cable. We will continue to liaise with UK Power Networks (UKPN) on other opportunities where the Project may facilitate opportunities for 132 kV network rationalisation.

Ref no.	Summary of matters raised	National Grid's response
4.16.96	Concern that the Project will be unsightly / visually intrusive (e.g., overhead lines, Cable Sealing End (CSE) compounds and substations).	The relevant National Policy Statement (NPS) is EN-5 which makes it clear that the Government considers overhead lines to be appropriate and acceptable in most instances, although it recognises that that there may be, at particularly sensitive locations, potential adverse landscape and visual impacts of an overhead line that make it inconsistent with our duties and relevant planning policy. In such cases the use of 400 kV underground cable would be adopted between carefully sited Cable Sealing End (CSE) compounds noting that such structures themselves may give rise to visual effects. The proposed East Anglia Connection Node (EACN) substation siting has also considered the potential for landscape and visual effects and whether particular sites provide greater screening or potential for screening to reduce effects. Projects of this nature are required to assess the potential environmental impacts of the proposals, and report on those, and set out proposed mitigation, in an Environmental Statement (ES) in accordance with the relevant Environmental Impact Assessment (EIA) Regulations. The EIA starts early in the process and, in that respect, a considerable amount of assessment work has been undertaken to allow preliminary judgements to be made about the design and routeing of the Project. This has been set out in various publications (The Corridor and Preliminary Routeing and Siting Study (CPRSS), published as part of the 2022 non-statutory consultation, the Design Development Report, 2022 Non-Statutory Consultation Feedback Report and Strategic Options Backcheck and Review, published as part of the 2023 non-statutory consultation) with feedback helping shape the preliminary proposals. Further detailed assessment work has been undertaken since the 2023 non-statutory consultation and is published in the Preliminary Environmental Information Report (PEIR) to accompany the statutory consultation stage of the Project. National Grid will be writing up its Landscape and Visual Impact Assessment (LVIA) that will, in addition to other topic specific assessments, form the latter part of the EIA for the Project. This will include a write-up of an assessment on both landscape character and visual amenity. Where likely significant effects are anticipated the LVIA will consider and identify areas where it may be necessary and appropriate to put forward potential mitigation such as screen planting and softening as part of an iterative design and assessment process.
4.16.97	Concern that the Project will cause a negative impact on landscape / views.	The relevant National Policy Statement (NPS) is EN-5 which makes it clear that the Government considers overhead lines to be appropriate and acceptable in most instances, although it recognises that that there may be, at particularly sensitive locations, potential adverse landscape and visual impacts of an overhead line that make it inconsistent with our duties and relevant planning policy. National Grid through the routeing and siting exercise has sought to reduce the impact on landscape character and visual amenity. We will continue to consider both landscape character and amenity value as we develop our proposals and seek to reduce effects. Measures to reduce such effects have included the use of underground cables in the areas of highest amenity value such as the Dedham Vale Area of Outstanding Natural Beauty (AONB) and its setting and careful consideration of siting of infrastructure and pylons. Projects of this nature are required to assess the potential environmental impacts of the proposals, and report on those, and set out proposed mitigation, in an Environmental Statement (ES) in accordance with the relevant Environmental Impact Assessment (EIA) Regulations. The EIA starts early in the process and, in that respect, a considerable amount of assessment work has been undertaken to allow preliminary judgements to be made about the design and routeing of the Project. This has been set out in various publications (The Corridor and Preliminary

Ref no.	Summary of matters raised	National Grid's response
		Routeing and Siting Study (CPRSS), published as part of the 2022 non-statutory consultation, the Design Development Report, 2022 Non-Statutory Consultation Feedback Report and Strategic Options Backcheck and Review, published as part of the 2023 non-statutory consultation) with feedback helping shape the preliminary proposals. Further detailed assessment work has been undertaken since the 2023 non-statutory consultation and is published in the Preliminary Environmental Information Report (PEIR) to accompany the statutory consultation stage of the Project. National Grid will be writing up its Landscape and Visual Impact Assessment (LVIA) that will, in addition to other topic specific assessments, form the latter part of the EIA for the Project. This will include a write-up of an assessment on both landscape character and visual amenity. Where likely significant effects are anticipated the LVIA will consider and identify areas where it may be necessary and appropriate to put forward potential mitigation such as screen planting and softening as part of an iterative design and assessment process.
Wildlife / Ecology Impact		
4.16.98	Concern about the impact of the Project (including overhead lines) on birds.	Birds are being assessed in the biodiversity assessment which will form part of the Environmental Impact Assessment (EIA) following extensive desk study and field work. A bespoke survey scope specifically to assess collision risk with overhead lines has been agreed with Natural England targeting wintering / passage birds. Surveys commenced in September 2022 with the assessment to be included within the EIA. Should adverse impact be identified, they will be minimised as far as possible, where practicable. It is anticipated that a range of habitats within the land required for the construction of the Project would provide suitable habitat to support breeding birds and particularly those associated with farmland habitat. A survey scope for breeding birds is currently being discussed with Natural England ahead of the 2024 breeding season to identify key areas and potential impact pathways. Any trees to be impacted will also be surveyed to determine their suitability to support barn owl. Following the completion of survey work, the subsequent assessment will be included within the EIA. The Biodiversity Net Gain (BNG) strategy will take into account protected/notable species such as those species mentioned. It is noted that birds are a mobile species, and it is likely that active nests may be encountered during the construction phase. Precautionary working methods for breeding birds will be included within the Outline Code of Construction Practice (CoCP) that will accompany the Development Consent Order (DCO) application.
4.16.99	Concern about the impact of overhead lines on birds flying.	Birds are being assessed in the biodiversity assessment which will form part of the Environmental Impact Assessment (EIA). A bespoke survey scope specifically to assess collision risk with overhead lines has been agreed with Natural England targeting wintering / passage birds. Surveys commenced in September 2022 with the assessment to be included within the EIA. Should adverse impact be identified, they will be minimised as far as possible, where practicable.
4.16.100	Concern that birds of prey will be impacted by the Project (e.g., overhead line frequencies / disturbance).	Birds of prey are being considered through desk study and survey work, with a subsequent assessment to be included within the Environmental Impact Assessment (EIA). Bespoke surveys to identify trees with the potential to support barn owl will be undertaken in 2023/2024 in combination with a suite of breeding, wintering and passage bird surveys. All bird survey scopes either have been agreed or are currently in discussion with Natural England.

Ref no.	Summary of matters raised	National Grid's response
		The Biodiversity Net Gain (BNG) strategy will take into account protected/notable species of birds of prey providing additional habitat for prey species to increase food resource. It is also well documented that certain species, notably Peregrine, Hobby, Kestrel and Tawny Owl utilise pylons as artificial nesting opportunities.
4.16.101	Concern that the Project will have a negative impact on bees / Bees will be unable to navigate under high voltage overhead lines.	Bees can be affected if the hive is under (or very close to) a power line and the hive becomes charged. This can be eliminated by screening or earthing the hive. Other than that effect, there does not seem to be evidence of Electric and Magnetic Fields (EMFs) or overhead lines adversely affecting bees. In the United States of America, the strip of land along power lines, have been shown to be particularly attractive to bees. Additionally, National Grid has worked with the British Beekeeping Association to establish hives around our sites, including high voltage substations, which have thrived. Embedded design measures will avoid any potential effects.
4.16.102	Concern that the Project will result in a negative impact on flora / plants / woodlands / hedgerows.	Through routeing and siting National Grid has sought to and will continue to reduce as far as practicable potential impacts on biodiversity including priority grassland, wetland, woodland, and hedgerow habitats. The process of route design takes account of existing biodiversity, the natural environment and, where practicable, seeks to reduce potential impacts on areas of ecological sensitivity, through avoidance or mitigation. The Environmental Impact Assessment (EIA) for the Project will assess the effects on important ecological receptors (which includes grasslands, wetlands, woodlands and hedgerows). As part of the EIA process for the Project, a suite of ecological surveys has been and will continue to be undertaken. The findings of which will inform the design and approach to mitigation. We will continue to engage with Natural England and Local Planning Authorities (LPAs) on aspects relating to biodiversity and the natural environment, including appropriate mitigation measures and techniques, and to take their views into account as the Project continues to develop. The Environment Act 2021 introduces a mandatory requirement for 10% Biodiversity Net Gain (BNG) for new Development Consent Order (DCO) developments (which is not yet in force). We have committed to deliver Net Gain of at least 10% or greater in environmental value (including BNG) on all construction projects. The Net Gain target for the Project is currently voluntary and aligned with our corporate sustainability commitment. As well as seeking to avoid and minimise impacts to nature, the Project will consider the land required for mitigation, compensation and enhancement that can deliver BNG and wider environmental benefits, which will be identified as the Project design develops. This may require delivery of offsite Biodiversity Units via habitat creation or enhancement actions in strategic areas, and we will consider all options that are available to us.
4.16.103	Concern that the Project will result in a negative impact on protected species (also use specific code if species is provided).	Through routeing and siting National Grid has sought and will continue to reduce as far as practicable potential impacts on biodiversity including protected species. The process of routeing takes account of existing biodiversity, the natural environment and, where practicable, seeks to reduce potential impacts on areas of ecological sensitivity including protected species and their associated habitats, through avoidance or mitigation. A comprehensive survey effort for a range of protected species is currently underway with surveys proposed to continue throughout 2024. The Environmental Impact Assessment (EIA) for the Project will assess the effects on protected species based on this baseline information and where/if required appropriate mitigation measures will be detailed.

Ref no.	Summary of matters raised	National Grid's response
		We will continue to engage with Natural England and Local Planning Authorities (LPAs) on aspects relating to biodiversity and the natural environment, including appropriate mitigation measures and techniques for protected species and to take their views into account as the Project continues to develop. Where/if necessary, we will seek to obtain letters of no impediment from Natural England by producing draft protected licences in advance of Development Consent Order (DCO) examination, which will ensure legal compliance and best practice guidance are adhered to and ensure that Natural England agree with our mitigation approach.
4.16.104	Concern that the Project will result in a negative impact on river ecology.	Through routeing and siting National Grid has sought and will continue to reduce as far as practicable potential impacts on biodiversity including river ecology. The process of routeing takes account of existing biodiversity, the natural environment and, where practicable, seeks to reduce potential impacts on areas of ecological sensitivity such as river corridor habitats and any associated protected species, through avoidance or mitigation. As part of the Environmental Impact Assessment (EIA) process for the Project, a suite of ecological surveys has been and will continue to be undertaken throughout 2024 including along river corridors. The EIA for the Project will assess the effects on biodiversity and where required appropriate mitigation measures. We will continue to engage with Natural England, the Environment Agency and Local Planning Authorities (LPAs) on aspects relating to river ecology, including appropriate mitigation measures and techniques and to take their views into account as the Project continues to develop. The Environment Act 2021 introduces a mandatory requirement for 10% Biodiversity Net Gain (BNG) for new Development Consent Order (DCO) developments (which is not yet in force). We have committed to deliver Net Gain of at least 10% or greater in environmental value (including BNG) on all construction projects including for river ecology. The Net Gain target for the Project is currently voluntary and aligned with our corporate sustainability commitment. As well as seeking to avoid and minimise our impacts to nature, the Project will consider the land required for watercourse mitigation, compensation and enhancement that can deliver BNG and wider environmental benefits, which will be identified as the Project design develops. This may require delivery of offsite Biodiversity Units via habitat creation or enhancement actions in strategic areas, and we will consider all options that are available to us.
4.16.105	Concern that the Project will result in a negative impact on wildlife / habitats.	Through routeing and siting, National Grid has sought and will continue to reduce as far as practicable potential impacts on biodiversity. The process of route design takes account of existing biodiversity, the natural environment and, where practicable, seeks to reduce potential impacts on areas of ecological sensitivity, through avoidance or mitigation. The Environmental Impact Assessment (EIA) for the Project will assess the impact and subsequent effects on biodiversity and if necessary, the mitigation requirements, such as habitat creation. We will continue to engage with Natural England on aspects relating to biodiversity and the natural environment, including appropriate mitigation measures and techniques, to take their views into account as the Project continues to develop. The Environment Act 2021 introduces a mandatory requirement for 10% Biodiversity Net Gain (BNG) for new Development Consent Order (DCO) developments (which is not yet in force). National Grid has committed to deliver Net Gain of at least 10% or greater in environmental value (including BNG) on all construction projects. The Net Gain target for the Project is currently voluntary and aligned with our corporate sustainability commitment.

Ref no.	Summary of matters raised	National Grid's response
		As well as seeking to avoid and minimise our impacts to nature, the Project will consider the land required for mitigation, compensation and enhancement that can deliver BNG and wider environmental benefits, which will be identified as the Project design develops. This may require delivery of offsite Biodiversity Units via habitat creation or enhancement actions in strategic areas, and we will consider all options that are available to us.

Section H: Thurrock Feedback

Figure 4.24- Thurrock section map



Table 4.17- Summary of consultee comments on **Section H: Thurrock** and National Grid's response

Ref no.	Summary of matters raised	National Grid's response
Agricultural Land		
4.17.1	Concern that the Project will take away valuable agricultural land / disrupt farming operations.	National Grid is and will continue to work with all landowners including farmers who may be affected by the proposals to understand the impacts on their operations and to work with them as the Project is developed. We will seek to work with the farming community to limit disruption where practicable. This includes providing prior warning of works which may result in the need to move livestock. Compensation claims for disturbance are considered on a case-by-case basis, if negative impact on farming operations can be proven. Particular agricultural matters can also be addressed through voluntary land agreements.
4.17.2	Concerned that the Project will have a negative impact on agricultural livestock (e.g., farm animals grazing).	National Grid is and will continue to work with all landowners including farmers and equestrian facilities who may be affected by the proposals to understand the impacts on their operations and to work with them as the Project is developed. We will seek to work with the farming community to limit disruption where practicable. This includes providing prior warning of works which may result in the need to move livestock. Compensation claims for disturbance are considered on a case-by-case basis, if negative impact on farming operations can be proven. Particular agricultural matters can also be written into voluntary land agreements. There will also be mitigation put in place where animal grazing maybe affected. As well as possible effects on humans, possible effects of Electric and Magnetic Fields (EMFs) on various animals have been studied a number of times. No detectable effects of EMFs have been found on, for example, health, milk production, fertility, and behaviour. This is confirmed in National Policy Statement (NPS) EN-5 which states: '*There is little evidence that exposure of crops, farm animals or natural ecosystems to transmission line EMFs has any agriculturally significant consequences.'*
Airfields		
4.17.3	Concern about the impact of the Project on Thurrock Airfield / Suggestion that the Project is routed away from Thurrock Airfield.	National Grid has appointed an independent aviation consultancy who has engaged with (with National Grid also present) Thurrock Airfield. Changes have been made in this area by adding an extra pylon in the section to enable lower height pylons and given the existence of the existing 132 kV overhead line, the addition of the proposed National Grid pylons was not deemed detrimental to the operability of Thurrock Airfield. We will continue to engage with nearby airfields as appropriate throughout the project development process.
Community / Social Impact		
4.17.4	Concern about the impact of the Project on children / families / residents / communities.	National Grid recognises people may have concerns about the potential impacts of living close to an overhead line, and that the uncertainty whilst the proposals are developed may cause anxiety. We have sought to reduce potential effects on communities, residents – including children - through routeing and design. We have also sought to reduce concern or uncertainty about the proposals through making timely design decisions and engaging with people and stakeholders throughout the development of the Project.

Ref no.	Summary of matters raised	National Grid's response
		The Project team will continue to engage with people potentially affected during the development of the Project, through regular communication including letters, phone calls and meetings. This will enable concerns to be raised and discussed at an early opportunity and provide a regular point of contact to respond to queries and concerns. We urge anyone with concerns to get in touch through the Norwich to Tilbury Freephone number, address or email throughout the development of the Project: • **Call our Community Helpline:** 0800 915 2497 (Lines are open Monday to Friday 9am-5:30pm) • **Email us:** contact@n-t.nationalgrid.com • **Write to us:** FREEPOST N TO T (No stamp or further address details are required) National Grid wants to leave a lasting positive impact where we build our projects, to help those areas and communities thrive and to support a sustainable future. Our Responsible Business Charter sets out our commitments and ensures that responsibility is woven through everything we do. It focusses on five key areas where we believe we can really make a difference: the environment, our communities, our people, the economy, and our governance. In addition, the Government recently ran a consultation seeking views on how community benefits should be delivered for communities that host onshore electricity transmission infrastructure. We will continue to work with the Government and regulator as they define the details of these schemes emerging from the consultation and, once published, will work to understand what this means for our projects.
4.17.5	Concern about the impact of the Project on leisure.	National Grid has a duty under the Electricity Act 1989 to have regard to the desirability of (amongst other things) preserving natural beauty, and to do what it reasonably can to mitigate the associated effects of new infrastructure. Through routeing and siting we have sought to avoid, as far as practicable, locations important for leisure and tourism. We will continue to consider these locations as we develop our proposals and seek to reduce effects, by implementing measures such as the use of underground cables in the areas of highest amenity value (Dedham Vale Area of Outstanding Natural Beauty (AONB)), and appropriately control construction related traffic movements during the construction phase to minimise disruption to local road users. Where impacts on leisure and tourism are identified, these will be presented within a Socio-economics, Recreation and Tourism assessment which is being written up and will form part of the Environmental Impact Assessment (EIA). As part of this assessment, a range of measures are being considered throughout the construction phase of the Project to minimise disruption on leisure and tourism. These include traffic management, signage and routeing measures. These will be identified within the Environmental Statement (ES), the Outline Code of Construction Practice (CoCP) and the Outline Construction Traffic Management Plan (CTMP).
4.17.6	Concern about the over development of the area (e.g., cumulative impact).	With regards to multiple developments impacting specific areas and / or receptors, planning applications for each development would be considered on their own merit by the relevant determining authorities. Any such application would be considered in accordance with planning policy and considerations, such as scale, suitability, and need. Where there is certainty of a development (such as a new residential development, an offshore wind farm and its associated onshore equipment etc) being constructed, and there is adequate information in the public domain to understand the impacts of that development on the receiving environment, these will be considered within the cumulative effects assessment of the Project. The cumulative effects assessment will follow the Planning

Ref no.	Summary of matters raised	National Grid's response
		Inspectorate's Advice Note 17 'Cumulative Effects Assessment' and will be presented in the Environmental Statement (ES). National Grid will continue to engage with other developers who are proposing development in proximity of the Project to understand their requirements.
4.17.7	Concern about the Project being in too close proximity to recently built housing developments / land being considered for potential future development.	National Grid has obtained information on development proposals within the planning system. In some cases development proposals can be amended to be designed around our proposed infrastructure but in other cases our proposals may need to be amended at a corridor level or proposed developments factored into our detailed route design. Based on known information, and in light of changes made following consideration of feedback to the 2023 non-statutory consultation, we consider our proposals are consistent with relevant policy and guidelines and the alignment designed such that they do not prevent proposed housing developments. UK law does not prescribe minimum distances between overhead lines and homes, but any implications on landscape and visual receptors, residential amenity or from concerns about electromagnetic fields are robustly assessed as part of the Environmental Impact Assessment (EIA) and balanced as part of the decision making process. We will continue to review planning applications and engage with developers to back check and update our proposals as necessary.
4.17.8	Concern about the Project causing communities to become encircled by overhead lines.	The 2024 preferred draft alignment has been routed to achieve some separation from the existing 400 kV overhead line, such that villages are not encircled by overhead lines to both sides. Separation is inevitably reduced in certain locations due to the presence of constraints to routeing and environmental features. Detailed assessment reported in the Environmental Impact Assessment (EIA) will identify any measures considered to be necessary to reduce likely significant effects which will also consider the potential for effects potentially arising from close paralleling existing 132 kV overhead line and new 400 kV overhead line infrastructure.
4.17.9	Concerned about the proposed pylon in the park adjacent to Orsett Golf Course (within housing development), and impact on subsequent additional costs to the homeowners who pay for the upkeep of the park.	National Grid has considered a number of alternative route alignments in this area but prefers that which includes a pylon in the park adjacent to Orsett Golf Course. In the absence of new evidence, no change to the 2023 preferred draft alignment is currently proposed. We will continue to make changes to the 2024 preferred draft alignment where appropriate as we receive further feedback and as the Project develops. No additional costs are anticipated for the upkeep of the park due to the Project. Following construction, the land will be reinstated to its prior state.
Construction Impacts		
4.17.10	Concern about disruption from construction.	National Grid is undertaking an Environmental Impact Assessment (EIA) for the Project. The results of this assessment will be provided in the Environmental Statement (ES) that will accompany the Development Consent Order (DCO) application. The ES will identify and assess the likely significant effects on the environment resulting from the construction of the Project and will recommend appropriate mitigation measures (in consultation with relevant stakeholders) to reduce potential effects. Should consent be granted in 2026, it is anticipated that access and construction of the Project would commence in 2027, starting with enabling workings including site clearance activities, the installation of construction compounds and access roads. It is expected the main construction works will continue through to 2031. While the phasing of the

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		construction programme is yet to be confirmed, it will be programmed and sequenced to reduce disruption to the local surroundings and the environment, residents, businesses and roads users as far as practicable. Further information will be presented in the ES. An Outline Code of Construction Practice (CoCP) and an Outline Construction Traffic Management Plan (CTMP) will be prepared and submitted with the DCO application. These documents will provide commitments to reduce construction impacts together with a framework for detailed management plans to be prepared at detailed design stage in order to reduce and mitigate potential impacts and / or disruptions that may arise during the construction phase.
4.17.11	Concern about the impact on traffic levels in local area caused by construction works (e.g., construction traffic travelling along local roads, road closures, etc).	National Grid will work closely with the relevant authorities and their highways teams to understand and gain information on the local road network. This information will be used to inform and guide the drafting of the Outline Construction Traffic Management Plan (CTMP) for the Project. The Outline CTMP will define the local road network to be used for construction traffic movements, highlight any restrictions to such movement and if required control working patterns and timings to ensure impacts to other road users from construction traffic related to the Project is minimised as far as practicable.
4.17.12	Concern that the local road infrastructure is not suitable for heavy construction vehicles and machinery.	Construction access, egress and associated traffic routes are being considered and discussed with the appropriate local and national highways authorities. The detailed proposals will be consulted on during the 2024 statutory consultation.
Consultation		
4.17.13	Comment supportive of the Project (generally).	National Grid notes the respondent's feedback.
4.17.14	Suggest additional consultation events with the residents of the Maple Park Estate.	The Project team worked to ensure that the consultation was accessible for local communities and held 12 public consultation events along the route of the 2023 preferred draft alignment, including at least one in each local authority area. The Project team had to balance a number of factors when booking the consultation venues, including availability and selecting larger venues along the route to ensure everyone who wanted to attend could be accommodated. We held two events in the vicinity, one very close to Maple Park Estate at the Civic Hall in Grays and another at the Brentwood Centre. National Grid also held a series of online webinars which provided further opportunities for people to find out the same information and ask questions. This suggestion will be taken into consideration when booking venues for the 2024 statutory consultation.
Design Change		
4.17.15	Oppose the use of underground cables to the south of the A13 (e.g., not	National Grid is currently proposing to install underground cable from the north of the Lower Thames Crossing (LTC) through to Tilbury Substation. This is due to the constraints which prevent routeing the Project as an overhead line such as LTC and existing overhead lines. These constraints mean that underground cable is preferable in multiple

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	needed here as semi-industrial part of Essex).	locations south of the A13 to cross these constraints. We will continue to make changes to the 2024 preferred draft alignment as we receive further feedback and as the Project develops.
4.17.16	Suggest that (additional) underground cables should be used from pylon TB261 to north of A13 (plan provided by respondent).	National Grid has carefully considered the feedback received during the 2023 non-statutory consultation, the alternatives available, and other factors including our duties and obligations. These duties include balancing the need to be economic, efficient, and keep costs down in the interests of the bill-paying consumers, balanced against a duty to have regard to preserving amenity, the natural environment, cultural heritage, landscape, and visual quality. National Policy Statement (NPS) EN-5 makes clear that *'the Government's position that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or Areas of Outstanding Natural Beauty (AONBs))'.* The NPS also confirms that widespread and significant adverse landscape and/or visual impacts in other locations may also justify the use of undergrounding. We may also adopt underground cables in other circumstances such as to cross existing 400 kV overhead line infrastructure. No such designations or crossing locations have been identified in this section which is therefore proposed as an overhead line at this stage. We are undertaking an Environmental Impact Assessment (EIA) to assess the potential impact of the Project, and this will identify any need for additional mitigation. This includes considering the need for undergrounding on the basis of cumulative effects with other overhead lines on the approach to Tilbury (both 400 kV and 132 kV).
4.17.17	Suggest that (additional) underground cables should be used in this section.	National Grid has carefully considered the feedback received during the 2022 and 2023 non-statutory consultations, the alternatives available, and other factors including our duties and obligations. These duties include balancing the need to be economic and efficient, which includes keeping costs down in the interests of the bill-paying consumers, with a duty to have regard to preserving amenity, which includes the natural environment, cultural heritage, landscape and visual quality. National Policy Statement (NPS) EN-5 makes clear that *'the Government's position that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or Areas of Outstanding Natural Beauty (AONB))'.* The NPS also confirms that widespread and significant adverse landscape and/or visual impacts in other locations may also justify the use of undergrounding. We may also adopt underground cables in other circumstances such as to cross existing 400 kV overhead line infrastructure. After consideration of feedback on the 2023 non-statutory consultation and informed by additional study, we are now proposing to increase the extent of underground cabling by approximately 1.5 km to a total of approximately 20 km of underground cable at areas that are identified as of highest landscape value for example within the Dedham Vale AONB and within the vicinity of the AONB near Great Horkesley. Elsewhere along the 2024 preferred draft alignment, with the exception of the alignment near Diss, the higher cost of underground cables to bill-paying consumers, and the environmental implications of installing and maintaining them, are not considered to be justifiable in the context of national policy or National Grid's statutory duties. At Diss there remains an option to use underground cable but this is subject to consideration of the findings of ongoing investigations. Nevertheless, the Environmental Impact Assessment (EIA) will assess the impact of the Project and will identify any need for additional mitigation.

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4.17.18	Suggest that the Project is rerouted from pylon TB239 to TB241 to mitigate visual impact (plans provided by respondent with three alternative options).	National Grid has considered the alternatives suggested by the respondent but concludes that they are less preferred due to constraints arising from various pipelines and the potential interference with safe flight activities at Thurrock airstrip. For these reasons no change to the 2023 preferred draft alignment is currently proposed. We will continue to make changes to the 2024 preferred draft alignment where practicable as we receive further feedback and as the Project develops.
4.17.19	Suggest that pylons TB257 to TB252 are shifted further west to accommodate potential future development expansion (plan provided by respondent).	National Grid has carefully considered the feedback received during the 2023 non-statutory consultation and the alternatives available. The 2023 preferred draft alignment crosses over Buckingham Hill Road due to a historic landfill to the west of the road, therefore restricting where pylons can be located. For these reasons no change to the 2023 preferred draft alignment is currently proposed. There remain a number of unresolved potential constraints in this area (land identified by Natural England as potentially having sufficient interest to be considered as part of Site of Special Scientific Interest (SSSI), potential quarry and housing applications) leading to the retention of a more extensive red line boundary ahead of conclusion of decision making and discussions, where a more westerly alternative alignment may be taken forward. We will continue to make changes to the 2024 preferred draft alignment where practicable as we receive further feedback and as the Project develops.
4.17.20	Suggest that the existing 132 kV overhead line is selectively undergrounded to the east of Chelmsford (i.e., to accommodate the Project and improve the status quo particularly around Sandon Village).	National Grid considered whether the route of the existing 132 kV overhead line provided an opportunity for the route of the proposed 400 kV overhead line. The presence of various constraints, residential properties and environmental features led to a conclusion that there was insufficient space given the electrical safety clearance requirements for a 400 kV overhead line. For these reasons no change to the 2023 preferred draft alignment is currently proposed. We will continue to make changes to the 2024 preferred draft alignment where practicable as we receive further feedback and as the Project develops.
4.17.21	Suggest that the overhead lines should be on the other side of Buckingham Hill Road rather than crossing over and into the park.	National Grid has carefully considered the feedback received during the 2023 non-statutory consultation and the alternatives available. The currently proposed overhead line crosses over Buckingham Hill Road due to a historic landfill to the west of the road, therefore restricting where pylons can be located. For these reasons no change to the 2023 preferred draft alignment is currently proposed. There remain a number of unresolved potential constraints in this area (land identified by Natural England as potentially having sufficient interest to be considered as part of Site of Special Scientific Interest (SSSI), potential quarry and housing applications) leading to the retention of a more extensive red line boundary ahead of conclusion of decision making and discussions, where a more westerly alternative alignment may be taken forward. We will continue to make changes to the 2024 preferred draft alignment where practicable as we receive further feedback and as the Project develops.
4.17.22	Suggest that the Project follows the existing railway line and is routed through the industrial estate to the substation.	Whilst there could be potential benefits from infrastructure being concentrated geographically, i.e., by routeing the Project in close proximity to existing road and rail infrastructure, we do not consider that these benefits arise for the whole route. Rail lines or roads potentially align (at least in part) with the general routeing of the Project. However, there are constraints and features that mean that National Grid do not consider close paralleling existing road and rail

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		infrastructure will reduce environmental effects or improve compliance with the Holford Rules or be more consistent with the policy requirement to be economic and efficient. A number of residential properties, as well as hamlets, villages and towns, are present in close proximity to the existing transport infrastructure necessitating multiple diversions of an overhead line. There are also some locations where the combination of existing physical and environmental features (railway and road infrastructure, commercial and residential property, woodlands and orchards) present very substantial challenges to routeing and siting. As a result, whilst close paralleling of transport infrastructure may appear beneficial in some short sections, overall, the increased environmental effects from multiple changes of direction are considered greater and less compliant with the Holford Rules than those that are associated with a new route alignment.
4.17.23	Suggest that the Project in Thurrock is routed east of Cholleys farm and west of Saffron Gardens, to be less intrusive on views/listed buildings on Saffron Gardens/Pump Street and Orsett Road.	National Grid has reviewed the 2023 preferred draft alignment between TB248 to TB254 following a suggestion for the alignment to either to follow the 132 kV overhead line, or alternatively, to pass to the western side of Saffron Gardens noting that Cholley's Farm (a Grade II Listed building) was in their opinion derelict. In the absence of new evidence, the reasons for not preferring a route close to or adopting the 132 kV overhead line, as set out in the 2023 Design Development Report (DDR), remain valid. There is insufficient space between residential properties as well as constraints from previous minerals and landfill workings and the routeing of a gas pipeline. For these reasons no change to the 2023 preferred draft alignment is currently proposed. We will continue to make changes to the 2024 preferred draft alignment where practicable as we receive further feedback and as the Project develops.
4.17.24	Suggest that the Project is rerouted to take a straight line between TB257 and TB254 and place the pylon on the hardcore yard on the west side of the road so avoiding placing a pylon in Thames Estuary Site of Special Scientific Interest (SSSI) notification project (plan provided by respondent).	National Grid has carefully considered the feedback received during the 2023 non-statutory consultation and the alternatives available. The 2023 preferred draft alignment crosses over Buckingham Hill Road due to a historic landfill to the west of the road, therefore restricting where pylons can be located. There is insufficient space to position the pylon on the yard which also has uncertain ground conditions, whilst maintaining the site as a recycling centre. Any use of the site would necessitate finding a suitable alternative site for a new recycling facility. There also remain a number of unresolved potential constraints in this area (land identified by Natural England as potentially having sufficient interest to be considered as part of Site of Special Scientific Interest (SSSI), potential quarry and housing applications) leading to the retention of a more extensive red line boundary ahead of conclusion of decision making and discussions. For these reasons no change to the 2023 preferred draft alignment is currently proposed. We will continue to make changes to the 2024 preferred draft alignment where practicable as we receive further feedback and as the Project develops.
4.17.25	Suggest that the Project is rerouted to take a straight line between TB257 and TB254 with a pylon placed at an appropriate distance (plan provided by respondent).	National Grid has carefully considered the feedback received during the 2023 non-statutory consultation and the alternatives available. The 2023 preferred draft alignment crosses over Buckingham Hill Road due to a historic landfill to the west of the road, therefore restricting where pylons can be located. There remain a number of unresolved potential constraints in this area (potential Site of Special Scientific Interest (SSSI), potential quarry and housing applications) leading to the retention of a more extensive red line boundary ahead of conclusion of decision making and discussions. For these reasons no change to the 2023 preferred draft alignment is currently proposed. We will continue to make changes to the 2024 preferred draft alignment where practicable as we receive further feedback and as the Project develops.
4.17.26	Suggest that the Project is routed around the rear of the	National Grid has carefully considered the feedback received during the 2023 non-statutory consultation and the alternatives available. The currently proposed overhead line crosses over Buckingham Hill Road due to a historic

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	recycling centre at Stanford-le-Hope rather than crossing Buckingham Hill Road (to avoid Maple Park).	landfill to the west of the road, therefore restricting where pylons can be located and precluding passing to the rear of the recycling centre. For these reasons no change to the 2023 preferred draft alignment is currently proposed. There remain a number of unresolved potential constraints in this area (land identified by Natural England as potentially having sufficient interest to be considered as part of Site of Special Scientific Interest (SSSI) considerations in the Tilbury area, potential quarry and housing applications) leading to the retention of a more extensive red line boundary ahead of conclusion of decision making and discussions, where a more westerly alternative alignment may be taken forward. We will continue to make changes to the 2024 preferred draft alignment where appropriate as we receive further feedback and as the Project develops.
4.17.27	Suggest that the Project should run in closer to / parallel to the existing 132 kV overhead lines south-west of Horndon on the Hill rather than heading in a south-easterly direction across saffron garden farms.	National Grid considered whether the existing 132 kV overhead line provided an opportunity for the 400 kV overhead line in the development of the 2023 preferred draft alignment. The reasons why this was not taken forward are set out in paragraphs 5.5.148 in the Design Development Report (DDR) published as part of the 2023 non-statutory consultation. No new evidence has been provided nor has been identified by National Grid to suggest this decision should be changed. For these reasons no change to the 2023 preferred draft alignment is currently proposed. We will continue to make changes to the 2024 preferred draft alignment where practicable as we receive further feedback and as the Project develops.
4.17.28	Suggest that the Project should run in closer to / parallel to the existing 400 kV overhead lines.	National Grid notes the potential for close paralleling existing overhead lines to reduce the level of effects that may arise from a new overhead line. However, where existing overhead lines are present along the proposed route, there are constraints and features that mean, overall, we consider close paralleling would lead to greater effects on receptors in the area and be less compliant with the Holford Rules or be less consistent with the policy to be economic and efficient. A number of residential properties are present in close proximity to the existing 400 kV overhead line meaning that if the overhead lines were close paralleled it would result in the properties having an overhead line close to both sides. There are also some locations where the combination of existing physical and environmental features (road infrastructure, commercial and residential properties etc) present very substantial challenges to routeing and siting. As a result, whilst close paralleling may appear beneficial in some sections, overall, the increased environmental effects where the overhead lines have to converge and diverge, and those increased effects on properties with overhead lines on both sides are considered greater than those introduced by a new overhead line separated from existing 400 kV overhead lines. Whilst crossings and use of underground cable technology may be able to address various constrained locations, we consider the costs and environmental effects arising from the additional infrastructure required to be less compliant with our duties and relevant policies.
4.17.29	Suggest that Tilbury Substation is relocated further inland near Thurrock (due to risk of flooding from rising sea levels in the marshland where the substation is proposed).	The scope of this Project is to reinforce the electricity transmission network to meet the future demand, Tilbury Substation is an existing part of the transmission network, and this Project has not identified a driver to relocate it. The existing site has operated in its existing location for many years and the flood mitigation and risk will be managed by the standard operating process for that particular location.

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4.17.30	Suggest that underground cables are used for the entire Project.	National Grid has carefully considered the feedback received during consultation, the alternatives available, and other factors including our duties and obligations. These duties include balancing the need under The Electricity Act 1989 to be economic and efficient, which includes keeping costs down in the interests of the bill-paying consumers, with a duty to have regard to preserving amenity, which includes the natural environment, cultural heritage, landscape and visual quality. The National Policy Statement (NPS) EN-5 makes clear that *'the Government's position that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or Areas of Outstanding Natural Beauty (AONBs))'.* The NPS also confirms that widespread and significant adverse landscape and/or visual impacts in other locations may also justify the use of undergrounding. We may also adopt underground cables in other circumstances such as to cross existing 400 kV overhead line infrastructure. Therefore, whilst undergrounding the whole route is not considered appropriate, National Grid's proposals do include underground cable within the Dedham Vale AONB in accordance with NPS EN-5. Prior to our 2023 non-statutory consultation we identified the need to extend the underground cable beyond the AONB boundary because of potential effects, we have further extended this section of underground cable following consideration of feedback on our 2023 non-statutory consultation and additional investigation into potential effects. We also identified an approximately 4 km section near Great Horkesley as meeting the particularly sensitive criteria where underground cable is also proposed and following consideration of feedback to the 2023 non-statutory consultation, we are reviewing the potential to utilise around 2 km of underground cable near Diss though this is subject to review of the findings of ground investigations and further studies. Additionally, underground cable is proposed at Fairstead for a 400 kV overhead line crossing and for around 5 km for the crossing of the Lower Thames Crossing (LTC) proposals and line entry to Tilbury Substation.
4.17.31	Suggest that underground cables are used further back in alignment with the Lower Thames Crossing at north Ockendon and follow existing lines.	National Grid has carefully considered the feedback received during the 2023 non-statutory consultation, the alternatives available, and other factors including our duties and obligations. These duties include balancing the need to be economic and efficient, which includes keeping costs down in the interests of the bill-paying consumers, with a duty to have regard to preserving amenity, which includes the natural environment, cultural heritage, landscape, and visual quality. National Policy Statement (NPS) EN-5 makes clear that *'the Government's position that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or Areas of Outstanding Natural Beauty)'.* The NPS also confirms that widespread and significant adverse landscape and/or visual impacts in other locations may also justify the use of undergrounding. We may also adopt underground cables in other circumstances such as to cross existing 400 kV overhead line infrastructure. No such designations or crossing locations have been identified in this section which is therefore proposed as an overhead line at this stage. We are undertaking an Environmental Impact Assessment (EIA) to assess the potential impact of the Project, and this will identify any need for additional mitigation. This includes considering the need for undergrounding on the basis of cumulative effects within other overhead lines on the approach to Tilbury (both 400 kV and 132 kV).
4.17.32	Suggest that underground cables should be extended to Horndon on the Hill from Tilbury.	National Grid has carefully considered the feedback received during the 2023 non-statutory consultation, the alternatives available, and other factors including our duties and obligations. These duties include balancing the need to be economic, efficient, and keep costs down in the interests of the bill-paying consumers, balanced against a duty to have regard to preserving amenity, the natural environment, cultural heritage, landscape, and visual quality.

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		National Policy Statement (NPS) EN-5 makes clear that *'the Government's position that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or Areas of Outstanding Natural Beauty (AONBs))'*. The NPS also confirms that widespread and significant adverse landscape and/or visual impacts in other locations may also justify the use of undergrounding. We may also adopt underground cables in other circumstances such as to cross existing 400 kV overhead line infrastructure.No such designations or crossing locations have been identified in this section which is therefore proposed as an overhead line at this stage. We are undertaking an Environmental Impact Assessment (EIA) to assess the potential impact of the Project, and this will identify any need for additional mitigation including on the basis of cumulative effects within other overhead lines on the approach to Tilbury (both 400 kV and 132 kV).
4.17.33	Suggest the use of underground cables between Thurrock and London.	National Grid has carefully considered the feedback received during consultation, the alternatives available, and other factors including our duties and obligations. These duties include balancing the need under The Electricity Act 1989 to be economic and efficient, which includes keeping costs down in the interests of the bill-paying consumers, with a duty to have regard to preserving amenity, which includes the natural environment, cultural heritage, landscape and visual quality. The National Policy Statement (NPS) EN-5 makes clear that *'the Government's position that overhead lines should be the strong starting presumption for electricity networks developments in general, this presumption is reversed when proposed developments will cross part of a nationally designated landscape (i.e. National Parks, The Broads, or Areas of Outstanding Natural Beauty (AONBs))'*. The NPS also confirms that widespread and significant adverse landscape and/or visual impacts in other locations may also justify the use of undergrounding. We may also adopt underground cables in other circumstances such as to cross existing 400 kV overhead line infrastructure. Whilst we are not proposing to underground the whole of Project within Thurrock, National Grid is currently proposing to install underground cable from the north of the Lower Thames Crossing (LTC) through to Tilbury Substation. We will continue to make changes to the 2024 preferred draft alignment as we receive further feedback and as the Project develops. We are undertaking an Environmental Impact Assessment (EIA) to assess the potential impact of the Project, and this will identify any need for additional mitigation. This includes considering the need for undergrounding on the basis of cumulative effects within other overhead lines on the approach to Tilbury (both 400 kV and 132 kV).
4.17.34	Suggestion that the Project is routed away from / the Project should not be located at a specific location.	Further assessment and technical appraisal have been undertaken following feedback received from the 2023 non-statutory consultation which has resulted in several changes to the current draft alignment. Further details on these changes can be found in the Design Development Report (DDR), published as part of the 2024 statutory consultation. Further changes to the draft alignment will be considered as the Project develops.
4.17.35	Suggests that TB234 is relocated to the field edge (by straightening the line between TB232-TB235) to alleviate disruption to the Bonny Downs Farm.	National Grid has carefully considered the feedback received during the 2023 non-statutory consultation and the alternatives available. A standoff distance from the 132 kV overhead line must be maintained for safety reasons, and it is not possible to straighten the alignment between TB232 and TB235 without compromising this. For these reasons no change to the 2023 preferred draft alignment is currently proposed. We will continue to make changes to the 2024 preferred draft alignment where practicable as we receive further feedback and as the Project develops.

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Design Question		
4.17.36	Query regarding permissions needed by National Grid to route the Project through Maple Park (paid for by residents).	National Grid carries out land referencing during the development stages of the Project to determine landownership and any associated rights linked to the land. National Grid will then seek to acquire voluntary agreements with all affected parties included within the land ownership and where voluntary agreement cannot be agreed, compulsory purchase powers will need to be used to ensure that rights are in place.
4.17.37	Query regarding why National Grid need to transfer electricity to Tilbury, what happens once the energy is at Tilbury and how the power is then re-distributed to areas in need from Tilbury.	The National Electricity Transmission System (NETS) operates as an integrated network transmitting electricity from sources of generation to the Distribution Network Operators (DNO) who deliver it to homes and businesses. The network responds to a constantly changing pattern of generation (mix of sources and geographic locations. As new generation (guided by Government Policy) becomes operational the network needs to be reinforced to ensure the power flows can be accommodated. Studies set out in the Strategic Options Backcheck and Review (SOBR) published in our 2023 non-statutory consultation identified the Project as the most economic and efficient approach to reinforce the network to respond to expected generation levels and power flow movement patterns. Finally, the power flowing to Tilbury does not meet a specific local demand but inputs to the wider network supply meeting the overall demand placed on the network and reinforces the network in a resilient way.
Economic / Employment Impact		
4.17.38	Concern about the negative impact on businesses in the area.	Through the routeing and siting exercise National Grid has sought and will continue to reduce as far as practicable impacts to businesses. To reduce potential impacts, we are identifying businesses and enterprises and their primary function, and also those that are likely to generate tourism such as private gardens and parks. These have been and will continue to be considered during the iterative design process. Impacts on local businesses will be presented within a Socio-economics, Recreation and Tourism assessment which is being undertaken and will be written up to form part of the Environmental Impact Assessment (EIA). As part of this assessment, a range of measures are being considered throughout the construction phase of the Project to minimise disruption to businesses and their users. These measures will be identified within the Environmental Statement (ES) that will accompany the Development Consent Order (DCO) application.
4.17.39	Concern about the impact of the Project on major projects underway in this section, including Tilbury Freeport and Thurrock Power.	National Grid takes all reasonable steps to coordinate with all third party stakeholders in the vicinity of the Project, this will include, where required, direct coordination of Project temporary and permanent works programmes.
Environmental Impact		
4.17.40	Concern that the Project will result in a negative impact on the environment generally (no details given).	Through routeing and siting, National Grid has sought and will continue to reduce as far as practicable impacts on the environment. National Grid is undertaking an Environmental Impact Assessment (EIA) for the Project. The results of this assessment will be provided in the Environmental Statement (ES) that will accompany the Development Consent Order (DCO) application. The ES will identify and assess the likely significant effects on the environment resulting from

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		the construction and operation (and maintenance) of the Project and will recommend appropriate mitigation measures to reduce potential effects. The scope of the EIA is included in the Scoping Report which was submitted to the Planning Inspectorate in November 2022. We will continue to engage with a range of stakeholders (including Statutory Environmental Bodies (SEBs) and relevant Local Planning Authorities (LPAs)) throughout the development of the Project design and environmental assessment work.
4.17.41	Suggest that areas other than the Area of Outstanding Natural Beauty (AONB) should be protected / Criticism that only the AONB has been considered.	National Policy Statement (NPS) EN-5 states that the Government considers overhead lines to be appropriate and acceptable in most instances, although it recognises that that there may be, at particularly sensitive locations, potential adverse landscape and visual impacts of overhead line infrastructure that make it inconsistent with our duties and relevant planning policy. The Area of Outstanding Natural Beauty (AONB) designation in this section is one such location where there is a presumption that underground cable technology is adopted with the extent of underground cabling extending beyond the boundary in response to the potential for the Project to affect the Natural Beauty of the AONB. Our current proposals include a total of approximately 20 km of underground cable through and in the vicinity of the Dedham Vale AONB, including a section at Great Horkesley to reduce the changes in views and setting of the AONB from within and adjacent to its designated boundary. Underground cabling is also proposed for short section for a 400 kV overhead line crossing near Fairstead and approximately 5 km from just north of the Lower Thames Crossing (LTC) through to Tilbury Substation. Projects of this nature are required to assess the potential environmental impacts of the proposals, and report on those, and set out proposed mitigation, in an Environmental Statement (ES) in accordance with the relevant Environmental Impact Assessment (EIA) Regulations. The EIA starts early in the process and, in that respect, a considerable amount of assessment work has been undertaken to allow preliminary judgements to be made about the design and routeing of the Project. This has been set out in various publications (The Corridor and Preliminary Routeing and Siting Study (CPRSS), published as part of the 2022 non-statutory consultation, the Design Development Report, 2022 Non-Statutory Consultation Feedback Report and Strategic Options Backcheck and Review, published as part of the 2023 non-statutory consultation) with feedback helping shape the preliminary proposals. Further detailed assessment work has been undertaken since the 2023 non-statutory consultation and is published in the Preliminary Environmental Information Report (PEIR) to accompany the statutory consultation stage of the Project. National Grid will be writing up its Landscape and Visual Impact Assessment (LVIA) that will, in addition to other topic specific assessments, form the latter part of the EIA for the Project. This will include a write-up of an assessment on both landscape character and visual amenity. Where likely significant effects are anticipated the LVIA will consider and identify areas where it may be necessary and appropriate to put forward potential mitigation as part of an iterative design and assessment process.

Ref no.	Summary of matters raised	National Grid's response
Financial Compensation		
4.17.42	Concern that the Project will devalue property / impact on property value in this section.	National Grid acknowledges that its proposals may cause concern to landowners. Diminishment of property value known as 'injurious affection' and any other appropriate heads of claim will be considered on an individual basis in accordance with current legislation. We will pursue a voluntary agreement with affected landowners, acquiring rights in accordance with our Land Rights Strategy (the strategy is subject to review). If a voluntary agreement cannot be reached, then the Compulsory Purchase Code allows for a claim of compensation for the loss that property owners may have suffered as a direct result of the retained part of your property ownership being worth less as a direct result of the works. If there are any specific concerns about the devaluation of property National Grid would advise seeking third party advice or alternatively please contact the Project team: Norwich-Tilbury@fishergerman.co.uk or by calling us on Freephone 0808 175 3314. Alternatively, you can write to Norwich to Tilbury Land Team, Fisher German, The Atrium, Risby Business Park, Newmarket Road, Risby, Bury St Edmunds, IP28 6RD.
4.17.43	Request for adequate financial compensation / suggest that impacted individuals need to be compensate.	All affected landowners will be compensated for any temporary/permanent losses, and this will be dealt with on a case-by-case basis. If there are any specific concerns requiring compensation and how it will be assessed, please contact the Project team: Norwich-Tilbury@fishergerman.co.uk or by calling us on Freephone 0808 175 3314. Alternatively, you can write to Norwich to Tilbury Land Team, Fisher German, The Atrium, Risby Business Park, Newmarket Road, Risby, Bury St Edmunds, IP28 6RD. Additionally, we await details of how Government intends to implement its proposals for those living in close proximity to new electricity infrastructure.
Health, Safety and Wellbeing		
4.17.44	Concern that the Project may result in a negative impact on mental health / health and wellbeing.	National Grid recognises people may have concerns about the health effects of living close to an overhead line, and that the uncertainty whilst the proposals are developed may cause anxiety. We have sought to reduce potential effects on communities and residents through routeing and design. We have also sought to reduce concern or uncertainty about the proposals through making timely design decisions and engaging with the people and stakeholders throughout the development of the Project. The Project team will continue to engage with people potentially affected during the development of the Project, through regular communication including letters, phone calls and meetings. This will enable concerns to be raised and discussed at an early opportunity and provide a regular point of contact to respond to queries and concerns. We urge anyone with concerns to get in touch through the Norwich to Tilbury Freephone number, address or email throughout the development of the Project: • **Call our Community Helpline:** 0800 915 2497 (Lines are open Monday to Friday 9am-5:30pm) • **Email us:** contact@n-t.nationalgrid.com

Ref no.	Summary of matters raised	National Grid's response
		• **Write to us:** FREEPOST N TO T (No stamp or further address details are required) The UK has a carefully thought-out set of policies for protecting us all against Electric and Magnetic Fields (EMFs), the main component of which is exposure guidelines. Those exposure guidelines are set by independent scientific bodies and are based on decades-long studies into the effects of EMFs and ill health. After those decades of research, the weight of evidence is against there being any health risks of EMFs below the guideline limits. These policies are incorporated into the decision-making process for development consent in National Policy Statement (NPS) EN-5. It is National Grid's policy to ensure that all of its equipment comply fully with those exposure limits. Our approach is to ensure that all our equipment complies with the policies, which are set by Government on the advice of their independent advisors. The proposed overhead lines, underground cables and substation will be designed to ensure they are fully compliant with these policies and guidelines. This ensures that health concerns relating to EMFs are properly and adequately addressed.
Heritage		
4.17.45	Concern about the negative impact on heritage buildings / listed buildings / historical site and suggest that the Project is routed away from or not located at heritage buildings / listed buildings / historical sites.	Through routeing and siting National Grid has sought to and will continue to reduce as far as practicable potential impacts on the historic environment, including listed buildings and known heritage assets. If potential impacts on the historic environment are identified, we will explore a range of mitigation measures such as careful siting of pylons and screening (both new and existing) to reduce potential impacts where practicable. This will be presented within the Historic Environment Assessment which will be written up and will form part of the Environmental Impact Assessment (EIA) for the Project. We will continue to engage with Historic England and relevant Local Planning Authorities (LPAs) on aspects relating to heritage, including appropriate mitigation measures and techniques and will take their views into account as the Project continues to develop.
Tourism		
4.17.46	Concern about the impact of the Project on tourism.	National Grid has a duty under the Electricity Act 1989 to have regard to the desirability of (amongst other things) preserving natural beauty, and to do what it reasonably can to mitigate the associated effects of new infrastructure. Through routeing and siting we have sought to avoid, as far as practicable, locations important for leisure and tourism. This includes taking forward a preferred draft route alignment which included changes to reduce effects on sites important for tourism such as Bressingham Steam Museum and Gardens. We will continue to consider these locations as we develop our proposals and seek to reduce effects, by implementing measures such as, the use of underground cables in the areas of highest amenity value (Dedham Vale Area of Outstanding Natural Beauty (AONB)), and appropriately control construction related traffic movements during the construction phase to minimise disruption to local road users. Potential impacts on leisure and tourism will be presented within a Socio-economics, Recreation and Tourism assessment which is being written up and will form part of the Environmental Impact Assessment (EIA). As part of this assessment, a range of measures are being considered throughout the construction phase of the Project to minimise disruption on leisure and tourism. These include traffic management, signage and routeing measures. These will be

Ref no.	Summary of matters raised	National Grid's response
		identified within the Environmental Statement (ES), the Outline Code of Construction Practice (CoCP) and the Outline Construction Traffic Management Plan (CTMP).
Visual Impact		
4.17.47	Concern that the Project will be unsightly / visually intrusive (e.g., overhead lines, Cable Sealing End (CSE) compounds and substations).	The relevant National Policy Statement (NPS) is EN-5 which makes it clear that the Government considers overhead lines to be appropriate and acceptable in most instances, although it recognises that that there may be, at particularly sensitive locations, potential adverse landscape and visual impacts of an overhead line that make it inconsistent with our duties and relevant planning policy. In such cases the use of 400 kV underground cable would be adopted between carefully sited Cable Sealing End (CSE) compounds noting that such structures themselves may give rise to visual effects. The proposed East Anglia Connection Node (EACN) substation siting has also considered the potential for landscape and visual effects and whether particular sites provide greater screening or potential for screening to reduce effects. Projects of this nature are required to assess the potential environmental impacts of the proposals, and report on those, and set out proposed mitigation, in an Environmental Statement (ES) in accordance with the relevant Environmental Impact Assessment (EIA) Regulations. The EIA starts early in the process and, in that respect, a considerable amount of assessment work has been undertaken to allow preliminary judgements to be made about the design and routeing of the Project. This has been set out in various publications (The Corridor and Preliminary Routeing and Siting Study (CPRSS), published as part of the 2022 non-statutory consultation, the Design Development Report, 2022 Non-Statutory Consultation Feedback Report and Strategic Options Backcheck and Review, published as part of the 2023 non-statutory consultation) with feedback helping shape the preliminary proposals. Further detailed assessment work has been undertaken since the 2023 non-statutory consultation and is published in the Preliminary Environmental Information Report (PEIR) to accompany the statutory consultation stage of the Project. National Grid will be writing up its Landscape and Visual Impact Assessment (LVIA) that will, in addition to other topic specific assessments, form the latter part of the EIA for the Project. This will include a write-up of an assessment on both landscape character and visual amenity. Where likely significant effects are anticipated the LVIA will consider and identify areas where it may be necessary and appropriate to put forward potential mitigation such as screen planting and softening as part of an iterative design and assessment process.
4.17.48	Concern that the Project will cause a negative impact on landscape / views.	The relevant National Policy Statement (NPS) is EN-5 which makes it clear that the Government considers overhead lines to be appropriate and acceptable in most instances, although it recognises that that there may be, at particularly sensitive locations, potential adverse landscape and visual impacts of an overhead line that make it inconsistent with our duties and relevant planning policy. National Grid through the routeing and siting exercise has sought to reduce the impact on landscape character and visual amenity. We will continue to consider both landscape character and amenity value as we develop our proposals and seek to reduce effects. Measures to reduce such effects have included the use of underground cables in the areas of highest amenity value such as the Dedham Vale Area of Outstanding Natural Beauty (AONB) and its setting and careful consideration of siting of infrastructure and pylons.

Ref no.	Summary of matters raised	National Grid's response
		Projects of this nature are required to assess the potential environmental impacts of the proposals, and report on those, and set out proposed mitigation, in an Environmental Statement (ES) in accordance with the relevant Environmental Impact Assessment (EIA) Regulations. The EIA starts early in the process and, in that respect, a considerable amount of assessment work has been undertaken to allow preliminary judgements to be made about the design and routeing of the Project. This has been set out in various publications (The Corridor and Preliminary Routeing and Siting Study (CPRSS), published as part of the 2022 non-statutory consultation, the Design Development Report, 2022 Non-Statutory Consultation Feedback Report and Strategic Options Backcheck and Review, published as part of the 2023 non-statutory consultation) with feedback helping shape the preliminary proposals. Further detailed assessment work has been undertaken since the 2023 non-statutory consultation and is published in the Preliminary Environmental Information Report (PEIR) to accompany the statutory consultation stage of the Project. National Grid will be writing up its Landscape and Visual Impact Assessment (LVIA) that will, in addition to other topic specific assessments, form the latter part of the EIA for the Project. This will include a write-up of an assessment on both landscape character and visual amenity. Where likely significant effects are anticipated the LVIA will consider and identify areas where it may be necessary and appropriate to put forward potential mitigation such as screen planting and softening as part of an iterative design and assessment process.
Wildlife / Ecology Impact		
4.17.49	Concern about the impact of the Project (including overhead lines) on birds.	Birds are being assessed in the biodiversity assessment which will form part of the Environmental Impact Assessment (EIA) following extensive desk study and field work. A bespoke survey scope specifically to assess collision risk with overhead lines has been agreed with Natural England targeting wintering / passage birds. Surveys commenced in September 2022 with the assessment to be included within the EIA. Should adverse impact be identified, they will be minimised as far as possible, where practicable. It is anticipated that a range of habitats within the land required for the construction of the Project would provide suitable habitat to support breeding birds and particularly those associated with farmland habitat. A survey scope for breeding birds is currently being discussed with Natural England ahead of the 2024 breeding season to identify key areas and potential impact pathways. Any trees to be impacted will also be surveyed to determine their suitability to support barn owl. Following the completion of survey work, the subsequent assessment will be included within the EIA. The Biodiversity Net Gain (BNG) strategy will take into account protected/notable species such as those species mentioned. It is noted that birds are a mobile species, and it is likely that active nests may be encountered during the construction phase. Precautionary working methods for breeding birds will be included within the Outline Code of Construction Practice (CoCP) that will accompany the Development Consent Order (DCO) application.
4.17.50	Concern about the impact of overhead lines on birds flying.	Birds are being assessed in the biodiversity assessment which will form part of the Environmental Impact Assessment (EIA). A bespoke survey scope specifically to assess collision risk with overhead lines has been agreed with Natural England targeting wintering / passage birds. Surveys commenced in September 2022 with the assessment to be included within the EIA. Should adverse impact be identified, they will be minimised as far as possible, where practicable.

Ref no.	Summary of matters raised	National Grid's response
4.17.51	Concern that the Project will result in a negative impact on flora / plants / woodlands / hedgerows.	Through routeing and siting National Grid has sought to and will continue to reduce as far as practicable potential impacts on biodiversity including priority grassland, wetland, woodland, and hedgerow habitats. The process of route design takes account of existing biodiversity, the natural environment and, where practicable, seeks to reduce potential impacts on areas of ecological sensitivity, through avoidance or mitigation. The Environmental Impact Assessment (EIA) for the Project will assess the effects on important ecological receptors (which includes grasslands, wetlands, woodlands and hedgerows). As part of the EIA process for the Project, a suite of ecological surveys has been and will continue to be undertaken. The findings of which will inform the design and approach to mitigation. We will continue to engage with Natural England and Local Planning Authorities (LPAs) on aspects relating to biodiversity and the natural environment, including appropriate mitigation measures and techniques, and to take their views into account as the Project continues to develop. The Environment Act 2021 introduces a mandatory requirement for 10% Biodiversity Net Gain (BNG) for new Development Consent Order (DCO) developments (which is not yet in force). We have committed to deliver Net Gain of at least 10% or greater in environmental value (including BNG) on all construction projects. The Net Gain target for the Project is currently voluntary and aligned with our corporate sustainability commitment. As well as seeking to avoid and minimise impacts to nature, the Project will consider the land required for mitigation, compensation and enhancement that can deliver BNG and wider environmental benefits, which will be identified as the Project design develops. This may require delivery of offsite Biodiversity Units via habitat creation or enhancement actions in strategic areas, and we will consider all options that are available to us.
4.17.52	Concern that the Project will result in a negative impact on river ecology.	Through routeing and siting National Grid has sought and will continue to reduce as far as practicable potential impacts on biodiversity including river ecology. The process of routeing takes account of existing biodiversity, the natural environment and, where practicable, seeks to reduce potential impacts on areas of ecological sensitivity such as river corridor habitats and any associated protected species, through avoidance or mitigation. As part of the Environmental Impact Assessment (EIA) process for the Project, a suite of ecological surveys has been and will continue to be undertaken throughout 2024 including along river corridors. The EIA for the Project will assess the effects on biodiversity and where required appropriate mitigation measures. We will continue to engage with Natural England, the Environment Agency and Local Planning Authorities (LPAs) on aspects relating to river ecology, including appropriate mitigation measures and techniques and to take their views into account as the Project continues to develop. The Environment Act 2021 introduces a mandatory requirement for 10% Biodiversity Net Gain (BNG) for new Development Consent Order (DCO) developments (which is not yet in force). We have committed to deliver Net Gain of at least 10% or greater in environmental value (including BNG) on all construction projects including for river ecology. The Net Gain target for the Project is currently voluntary and aligned with our corporate sustainability commitment. As well as seeking to avoid and minimise our impacts to nature, the Project will consider the land required for watercourse mitigation, compensation and enhancement that can deliver BNG and wider environmental benefits, which will be identified as the Project design develops. This may require delivery of offsite Biodiversity Units via habitat creation or enhancement actions in strategic areas, and we will consider all options that are available to us.

Ref no.	Summary of matters raised	National Grid's response
4.17.53	Concern that the Project will result in a negative impact on wildlife / habitats.	Through routeing and siting, National Grid has sought and will continue to reduce as far as practicable potential impacts on biodiversity. The process of route design takes account of existing biodiversity, the natural environment and, where practicable, seeks to reduce potential impacts on areas of ecological sensitivity, through avoidance or mitigation. The Environmental Impact Assessment (EIA) for the Project will assess the impact and subsequent effects on biodiversity and if necessary, the mitigation requirements, such as habitat creation. We will continue to engage with Natural England on aspects relating to biodiversity and the natural environment, including appropriate mitigation measures and techniques, to take their views into account as the Project continues to develop. The Environment Act 2021 introduces a mandatory requirement for 10% Biodiversity Net Gain (BNG) for new Development Consent Order (DCO) developments (which is not yet in force). National Grid has committed to deliver Net Gain of at least 10% or greater in environmental value (including BNG) on all construction projects. The Net Gain target for the Project is currently voluntary and aligned with our corporate sustainability commitment. As well as seeking to avoid and minimise our impacts to nature, the Project will consider the land required for mitigation, compensation and enhancement that can deliver BNG and wider environmental benefits, which will be identified as the Project design develops. This may require delivery of offsite Biodiversity Units via habitat creation or enhancement actions in strategic areas, and we will consider all options that are available to us.

4.8 How Feedback has Influenced Design

4.8.1 Following the close of the 2023 non-statutory consultation period, a number of design changes have been incorporated into the proposals. Proposed design changes were carefully considered in the context of environmental and socio-economic constraints and opportunities, engineering feasibility and cost, and planning policy considerations.

4.8.2 The process of considering potential design changes comprised of an initial filter for benefit and feasibility, an assessment incorporating inputs from relevant technical experts, and further stages of additional study if required.

4.8.3 The outcome of the consideration of potential design changes was either that a change was included in the proposed Project design, or that the change was not made following balanced and informed consideration.

4.8.4 Respondents made several requests for changes to the Project proposals in their responses to the 2023 non-statutory consultation, some of which have been adopted by National Grid and taken into consideration in the development of the Project.

4.8.5 Accordingly, the key changes identified in response to the 2023 non-statutory consultation are summarised in **Table 4.18**. This table demonstrates how regard has been had to each of the design change suggestions made and summarises the rationale behind the decision making.

4.8.6 Where new information became available during the 2023 non-statutory consultation, some changes have been adopted by National Grid through the development of the Project and following further technical assessments. **Table 4.19** summarises these changes and how they have been taken into consideration in the development of the Project.

4.8.7 Where requests for change were impacted by many or more complex factors and needed further assessment, the outcomes are described in more detail in the 2024 Design Development Report (DDR). The purpose of the DDR is to describe how the Project has evolved since the 2023 non-statutory consultation and describes any changes made as a result of:

- 2023 non-statutory consultation feedback;
- environmental or engineering studies and assessments; and
- landowner and stakeholder discussions.

4.8.8 The purpose of the 2023 Non-Statutory Consultation Feedback Report is to summarise the feedback received during the 2023 non-statutory consultation. It also identifies where National Grid has made changes to the proposals as a result of the feedback, and how the responses received have influenced those changes.

4.8.9 Therefore, any changes made to the Project outside of those occurring as a result of feedback received during the 2023 non-statutory consultation are not covered in Chapter 4 of this report but are detailed in the DDR. A summary of the key changes can be found in **Table 4.18** and **Table 4.19**.

Changes That Have Been Made as a Result of Feedback Received

Table 4.18- Summary of changes identified in responses to the 2023 non-statutory consultation

Change Requested	Change Proposed
Concern about the impact on Bloy's Grove Solar Farm, suggestions to avoid archaeology site at RG012.	In the case of Bloy's Grove Solar Farm National Grid's proposals currently avoid the positioning of pylons within the proposed development area. While we do envisage some oversail, we do not consider this should interfere with the solar farm operation. We have also moved the position of RG012 (now RG013) slightly north to avoid the archaeological site identified at this location.
Suggest relocating pylon RG044 away from Hoggs Barn.	National Grid has amended the location of RG044 along the draft alignment to move it out of / to the edge of the open view to the north-west from Hoggs Barn and also repositioned RG043 to also benefit further from screening. The pylons have been moved so that they are both positioned to benefit from screening by some existing woodland though much depends on the viewing position and direction.
Suggest that an alternative project route would reduce effects on woodland including on a private nature reserve at Brick Kiln Lane, NR16 1SA- including by relocating pylons RG048 and RG049 away from small woodland.	National Grid is proposing a change between RG046 and RG050, this would move the 2023 preferred draft alignment further east and therefore further away from the woodland and private nature reserve at Brick Kiln Lane, thus overall, reducing potential effects on woodland.
Suggest that the Project is routed away from Heywood Road. Including, moving pylons RG069 to RG074 to the west to avoid residential areas and reduce visual impacts.	National Grid is proposing a change between RG070 and RG073, removing the single angle pylon at RG072 (replacing it with two angle pylons but each with smaller direction changes) and moving the 2023 preferred draft alignment further west in this area.
Suggestions to underground the section of the Project where it crosses the Waveney Valley.	National Grid continues to investigate the development of the appropriate design solution in the vicinity of the Waveney Valley via a range of investigations. Pending the outcome of those investigations the baseline remains the use of overhead lines as set out in the 2023 non-statutory consultation. However, for the 2024 statutory consultation we are proposing to also consult on a Waveney Valley Alternative which includes a section of underground cable between approximately RG084 and RG090. Whether this is ultimately taken forward (or taken forward in an amended form) will be informed by consideration of landscape and visual, ecology and heritage effects along with the findings of technical and ground investigations amongst a range of factors including feedback received. We will continue to make changes to the 2024 preferred draft alignment as we receive further feedback and as the Project develops.

Change Requested	Change Proposed
Suggestions around relocating pylons RG090-RG096, specifically: • suggests pylons RG092, RG093 and RG094 are relocated away from residences; • suggests RG090-RG093 and RG096 be moved 200 m east to reduce visual impact; • suggests RG090 to RG093 be moved to the eastern boundary of Millway; and • suggests a change in angle of the route so that pylons are sited in parallel through Millway Field North.	National Grid is proposing a change between RG090 and RG100 (now RG099). This change is required due to the presence of Brook airstrip and solar farm developments. Further assessment on the potential impact of the Project on this airstrip has identified a need to move the alignment further east. This change would then also move pylons RG091, RG092, RG093 and RG094 further east, therefore going some way to achieving the changes requested to move further away from residences. If the Waveney Valley Alternative, for a short section of underground cable, is taken forward, then further reduction in effects in views to the north of some of these residential properties would occur.
Request to move pylons RG117 to RG132 to reduce impacts on agricultural activities. Suggestions to move individual pylons or combinations of pylons between RG127 to RG129 further from the Grade II Listed Hempnalls Hall (also residential) and nearby wildlife interests and a Roman site.	National Grid is proposing a change between RG118 and RG123 (now RG119 and RG124) to move the alignment to the west to enable pylons to be positioned closer to field boundaries. We are also proposing a change to the 2023 preferred draft alignment between RG123 and RG130 which would move the draft alignment further to the east, further away from Hempnalls Hall and the other features identified.
Suggest that pylons RG142 and RG143 are relocated in the valley.	National Grid is not currently proposing to move the 2023 preferred draft alignment further east to the other side of a property and to utilise lower ground in the valley. This change would move the draft alignment closer to a greater number of properties at Mendlesham Green. We are however proposing to shift the pylon positions along the draft alignment at the crossing of the driveway of Palgrave Farm with the pylons then approximately equidistant to each side of the drive.
Suggestions around relocating pylons RG160 and RG161, specifically: • suggest that pylon RG160 is moved 40 m south- east to the corner of the field, as close to the hedge as possible. If not possible, suggest that RG160 should be moved 10 m South, as close to the roadside as possible (plan provided by respondent); and • suggest that pylon RG161 is moved 40 m south-west of its original placement, into the dog leg area of land in the south-west of the field. If not possible, suggest that RG161 should be moved 20 m East, as close to the hedge boundary as possible for ease of farming usage to reduce limitations to farming operations (plan provided by respondent).	National Grid has reviewed the 2023 preferred draft alignment in this area and we are proposing to move RG161 (now RG162) to the south-west by approximately 50 m which meets the requirement of the proposed change. It is not possible to move RG160 (now RG161) further south due to the space required to erect scaffolding during construction.
Suggestions that pylons RG174 and RG173 are relocated (to minimise impact on Hascot Hill). More specifically:	National Grid is proposing a change to the pylon locations along the draft alignment in order to address this request. Pylons RG173 to RG176 (now RG177) have been repositioned to lower ground in order to reduce the visual

Change Requested	Change Proposed
• suggest that pylon RG174 is relocated approximately 50-100 metres from the centre of the field to the field's southern boundary (to minimise impact on Hascot Hill Valley); and • suggest that pylon RG174 is relocated a short way further south across the field (i.e., to mitigate impact on barn owls, visual impact).	impacts. Through addressing this change, we have also moved RG174 (now RG175) to be closer to a field boundary.
Request to realign RG191-RG201 to avoid impact on equestrian business. Request to move the alignment further away from residential properties along Ipswich Road.	National Grid is proposing a change to the 2023 preferred draft alignment from RG191 (now RG192) to RG200. The draft alignment is now proposed to continue southeast from RG191 before turning east crossing Blood Lane to then rejoin the 2023 preferred draft alignment at RG200. This change would then reduce potential impacts on the equestrian business at RG196 and move the alignment further away from residential properties along Ipswich Road. An additional outcome of this change is that rather than having multiple crossings of the existing 132 kV overhead line we are now proposing to underground the section of 132 kV overhead line from the first point of crossing near Middle Wood through to the north of Bramford Substation which will reduce the potential effects.
Suggest that pylon JC016 is relocated away from Pigeons Lane and Spring Road.	National Grid has assessed alternative alignments in this area to move JC016 further away from the property on the corner of Pigeon's Lane and Spring Lane. We are proposing a slight change to the 2023 preferred draft alignment which would move JC016 further to the west increasing the separation between the pylon and closest property from approximately 90 m to approximately 180 m.
Suggestions around relocating the Project in the Raydon/ Notley/ Great Wenham/ Little Wenham areas, specifically: • suggest the use of underground cables between pylons JC018 and JC040; • suggest use of underground cables at Raydon; • suggest that underground cables are used between JC033 and JC035; • suggest use of underground cables up to Raydon airfield (pylon JC034); • suggestion that the Project is routed away from / the Project should not be located at Great Wenham and Little Wenham; • suggest that the use of underground cables is extended from the Area of Outstanding Natural Beauty (AONB) further past Little Wenham and Great Wenham; • suggest that the Cable Sealing End (CSE) compound should be closer to Notley Park and at a reduced level with full screening (e.g., not just palisade fencing);	National Grid is proposing a change to the siting of the Cable Sealing End (CSE) compound to the north of Raydon Airfield, extending the underground cable length by approximately 1.5 km. This change will move the 2023 preferred draft alignment from approximately JC026 to JC034 further north away from Little Wenham and Great Wenham.

Change Requested	Change Proposed
• suggest that the CSE compound is sited such that it is supplied by pylon JC034, in an empty site directly south of pylon JC035; • suggest that the CSE compound should be sited at the Raydon Road end of the Enterprise Park, within its boundary; • concern that pylon JC030 is too far on a bend; • suggest that pylon JC030 is relocated away from Little Wenham to minimise impact on heritage assets; • suggest pylon JC035 is routed further east from its proposed location; • suggest that pylons JC036, JC037 and JC038 are removed and that instead underground cables are routed farther from Pipers Went and other properties at the eastern end of Raydon; and • suggest relocating pylons JC039, JC040 and CSE compound away from the Notley Enterprise Park (as a flying site for Raydon and District Model Aircraft Club).	
Suggestions around relocating pylons JC021 and JC022, specifically: • suggest that pylon JC021 is moved slightly north to prevent blocking farmers entry, fitting in the corner of the farmland; • suggest that pylons JC021 and JC022 are moved further apart to east and west respectively, as these pylons are much closer together than those on either side; and • suggest that pylon JC022 is moved north-west further from the badger set and public footpath.	National Grid is currently proposing to move JC021 and JC022 slightly further north-east which should go some way to achieving the changes requested as this would move JC022 further away from the public footpath and JC021 away from the farmer's field entry point.
Suggest that the split section of underground cables (east of Great Horkesley) is routed away from Knowles Barn Farm.	National Grid has reviewed the section of underground cable in this area and has removed the split in the underground cable corridor by restricting the working area, though this is partly offset by a greater use of adjacent farmland for temporary soil storage. This has moved the 2023 preferred draft alignment further south and therefore the proposed area of works no longer impacts the property and garden at Knowles Barn Farm.
Request to move alignment further away from residential properties at Aldham.	National Grid is proposing a small change to the 2023 preferred draft alignment and associated pylon positions around TB054, TB055 and TB056 that would move the 2023 preferred draft alignment slightly further east and south-east from the properties at the edge of Aldham.
Suggest that pylons TB090 and TB091 are relocated to the edge of the field to reduce visual impact on the landscape and listed building.	National Grid is proposing a change from pylon TB089 (now TB088) to TB092 (now TB091) to move to the western edge of the field as far as practicable which goes some way to responding to this request. This change would also move the

Change Requested	Change Proposed
Request to avoid impacts on dog walking business at Ruffian's Wood.	alignment further towards the western edge of Ruffian's Wood in an effort to reduce the impacts to the dog walking business, this has been further addressed through the routeing of the construction haul road.
Suggest that the TB093 is re-routed further south out of a field located south of properties.	National Grid is proposing a change to the position of pylon TB093 along the 2023 preferred draft alignment in order to move out of direct views of the property to the north. Due to a planning application for a solar farm in the location of TB094 (now TB092) to TB096 (now TB094) it is not possible to move the draft alignment due to the preference to avoid placing pylons within solar farms where practicable. We have proposed wider order limits to allow further realignment should the solar farm not proceed.
Suggest that the Project is routed through the proposed mineral extraction area as opposed to routeing south towards residential properties.	National Grid is proposing a change to straighten the 2023 preferred draft alignment through the proposed mineral extraction area. At the same time, we have repositioned some pylons and progressing with widened order limits, to facilitate modifications to minimise the potential for sterilisation of mineral resources, should the planning status of the mineral site change.
Suggest that pylons TB112-TB116 are moved north to avoid game bird sporting area at farming business and so that the Cable Sealing End (CSE) compound is at a more easily accessible location from the road. Another suggestion that pylons TB112-TB116 are located at the edge of fields or in the centre of blocks of land on farm business.	National Grid is currently proposing to move the alignment further north with the Cable Sealing End (CSE) compounds located closer together within the same field. This would reduce the amount of underground cable required for the crossing of the existing 400 kV overhead line and would therefore reduce the impacts on the cricket bat willow trees. This option would also reduce potential impacts on the game bird sporting area. With regards to TB112-TB116, we are proposing a slight change to the 2023 preferred draft alignment which would move these pylons slightly further north and east, we have also sought to locate pylons TB112 to TB117 to the edge of fields where practicable.
Reroute pylons TB130-TB133 to reduce impact on property and farm access.	National Grid is proposing a change to the 2023 preferred draft alignment between TB130 and TB132 (now TB131 and TB133) which would move the alignment, including the angle pylon, further south away from the property.
Suggest that the Project is re-routed to follow a more direct route between pylons TB148 and TB153.	National Grid is currently proposing a modification to the 2023 preferred draft alignment that would straighten the alignment between TB147 and TB153 whilst also moving the alignment slightly further away from existing and proposed properties.
Suggest that pylons TB151, TB152 and TB153 are re-spaced to reduce impact on property value and views. Another suggestion that pylon TB152 should be moved west of Mashbury Road and out of the field to reduce visual impact on village.	National Grid is proposing a change to the 2023 preferred draft alignment and pylon locations between TB147 (now TB148) and TB154 (now TB155), this change is proposed to straighten the draft alignment and remove the angle pylon at TB150 and TB153. Due to restrictions on span lengths when crossing over the

Change Requested	Change Proposed
	road it is not possible to move TB152 to the west of the road, however we propose to move TB152 to the north and east of its previous location, thus moving it further away from properties on Mashbury Road.
Suggests TB174 should be moved south along the existing line to obscure pylons behind trees and reduce effects on views from residences.	National Grid is proposing to move TB174 slightly further south along the 2023 preferred draft alignment as requested.
Suggest that pylon TB180 is relocated as near to the southern boundary of the field as is feasible.	National Grid has reviewed the alignment around TB180, and we are proposing to move TB180 further towards the southern field boundary.
Relocate pylons TB192-TB198 as current positioning does not account for size of modern farm machinery with 30m tramlines.	National Grid has reviewed the 2023 preferred draft alignment in the area in light of feedback to move pylons to field boundaries or to account for the size of modern farm machinery. We are proposing a change to the 2023 preferred draft alignment in this area to respond to the change requested to a degree. We are not able to move all pylons in this area to field boundaries due to span lengths but where not possible have ensured appropriate space is left for equipment.
Suggest that pylons TB220 and TB221 should be moved westwards.	In response to feedback in this area we are taking forward an alignment moved further west in this location to route just to the east of a gas pipeline. This reduces effects on residential properties and listed buildings in the Dunton Wayletts area and reduces the potential to restrict development identified by Basildon District Council to meet housing need and proposed on land to the east of the proposed Dunton Hills Garden Village site, south of the A127. This does lead to some increased interaction with the proposed solar farm.
Suggest that pylon TB224 is relocated further north so that it is no longer located at 'pinch point' in Bellway's landholdings (so that the delivery of access between the two is not restricted).	National Grid has amended the 2023 preferred alignment in this area due to the presence of several proposed developments. The location of TB224 has therefore been moved slightly to the west of the location proposed at the 2023 non-statutory consultation. It is not possible to move TB224 further north due to routeing constraints around the gas pipeline crossing. Moving TB224 to the west into a more open area is considered to provide more flexibility for delivery of access.

Changes That Have Been Made as a Result of New Information

Where it has become available, new information has been taken into consideration in the development of the Project. New information has been obtained outside the 2023 non-statutory consultation through discussions with landowners and other engagement with technical stakeholders.

Table 4.19- Summary of changes made as a result of new information

Change Requested	Change Proposed
Concern about battery storage development which awaits planning agreements.	National Grid is proposing a change to the 2023 preferred draft alignment between RG001 and RG007 (now RG001 and RG008) south of Norwich Main Substation in order to reduce potential impacts on a proposed battery storage development. The 2023 preferred draft alignment has been moved to the west, which requires an additional pylon, but reduces interaction with the proposed development.
Movement of pylons RG025 and RG030 along alignment. Moving pylon RG025 north-east along alignment into corner of field or south-west along alignment further into field. Moving pylon RG030 North along alignment and West onto corner of dog-leg in field. Concern about potential impacts to South Norfolk Model Flying Club.	National Grid is proposing to move RG030 slightly further north to the corner of the field which would also move RG029 slightly further north. RG025 has also been moved along the 2023 preferred draft alignment, however it is not possible to move this pylon into the corner of the field. National Grid is also proposing a minor realignment to the west which would increase the separation from South Norfolk Model Flying Club to approximately 200 m which goes some way to reduce potential impacts.
Concern about the interaction of RG93 to RG96 with solar farm.	National Grid is proposing a change between RG090 and RG100. This change would address potential closure of Brook airstrip and reduce interaction with solar farm development. This change would then also move pylons RG093 and RG094 further east and will reduce potential impacts on one planned solar farm but transfer them (at a lower level) to an adjacent solar farm due to the positioning of residential property and the airstrip influencing the alignment.
Avoid impacts to setting of moat to east of RG112 identified by Historic England. Move further away from Mellis Common Conservation Area. Move north of Great Wood to move further away from various listed buildings and residential properties to reduce visual impacts.	National Grid is proposing a change between RG103 (now RG102) and RG116 (now RG117) to adopt the alignment of the existing 132kV overhead line for approximately 2 km, to then realign south to the west of Burgate Road. This change is being proposed to reduce potential impacts on nearby historical assets. This change would move the draft alignment to the north of Great Wood and would therefore move further away from Mellis Common.
Movement of pylons RG135 and RG136 to reduce impact on agricultural operations.	National Grid is proposing to move RG135 (now RG136) slightly further south along the 2023 preferred draft alignment. We are unable to move RG136 (now RG137) further south due to the need to retain distance between the pylon and the road for protective scaffolding during construction and maintenance.

Change Requested	Change Proposed
Suggestion to adjust location of pylons RG147-RG152.	National Grid is proposing a change to the 2023 preferred draft alignment between RG147 (now RG148) and RG152 (now RG153) to adjust the alignment to move RG147 to RG150 further east into a field currently used as a paddock rather than a farmed field. This change would also lead to a move of RG152 west into the neighbouring field.
Movement of number of pylons into field margins/hedgerows and changing location of angle pylon RG157 to increase distance from Grade II* listed property (RG153-RG161).	By moving the position of an angle pylon to the next pylon to the north, along with slight increase in the angle of direction change, the alignment has been able to be moved further from the Grade II* listed property.
Suggestion to cut corner of underground cable swathe to avoid trees (TB011/TB012).	National Grid is proposing to restrict the underground cable construction swathe to avoid the trees at this location.
Underground section to the west of Bobbitts Hall – resident was concerned about the 'protected boundary' to west of their property and requested the cable working area be reduced to avoid impacts to it. Also had concerns about the road being impacted if trenchless method was going to be used (requested Horizontal Directional Drilling (HDD) here)	At Bobbitts Hall construction potentially cannot be restricted to the west side of an area of hedgerow albeit it may be possible subject to ground investigation. It may also be possible to work to either side to avoid direct effects to the hedgerow.
Concern about the impact of TB005 on Grade II listed building at Bounds Farm and of underground cable construction swathe on woodland to the south of the property. Concern about the impact on trees around TB010-TB011.	National Grid are proposing to narrow the underground cable construction swathe in order to retain the woodland to the south of Bounds Farm. National Grid is also proposing to narrow the underground cable construction swathe in order to retain these trees.
TB041-TB045 would impact planning application for Fordham Reservoir. Planning application for a reservoir which is now being built which would be impacted by TB043.	National Grid is proposing a slight change to the 2023 preferred draft alignment between TB041 (now TB040) and TB45 (now TB044) which would move the draft alignment slightly further east to avoid a new private reservoir and would also remove the angle pylon at TB043 to reduce visual effects to some degree. We will continue to make changes to the 2024 preferred draft alignment as we receive further feedback and as the Project develops. We are also undertaking an Environmental Impact Assessment (EIA) to assess the potential impact of the Project, and this will identify any need for additional mitigation.
Concern about fishing activity under overhead lines at lake at TB004 and TB007.	National Grid is proposing a change to the 2023 preferred draft alignment between TB004 and TB007 to move slightly further south to the southern edge of the fishing lake.
Concerns about clearance for take-off and landing at Thurrock Airstrip.	Following discussions with Thurrock Airfield we identified potential interaction with flight activities, we have addressed this by adding a pylon which would enable us to keep pylon heights to a minimum at this location so as not to impact flight activity.

5. Next Steps

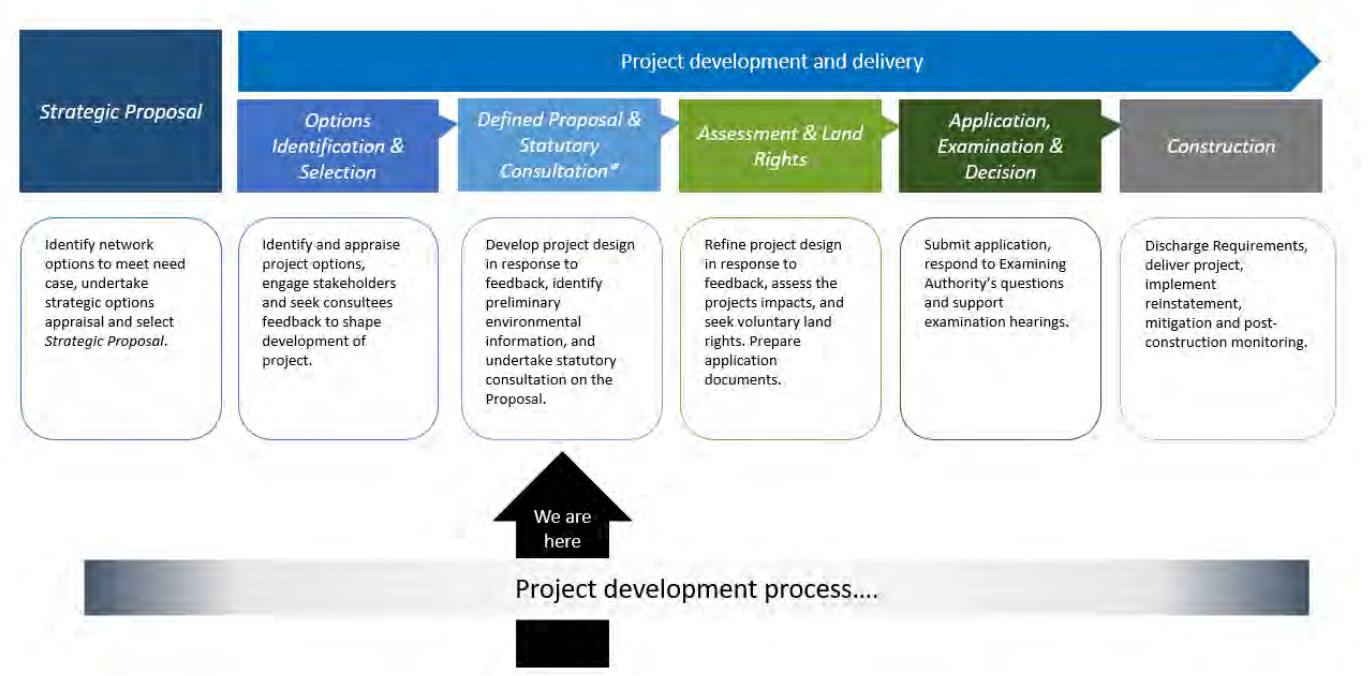
5.1.1 The information presented at the 2023 non-statutory consultation is published on the Project's website and is available in the online document library.

5.1.2 This report shows feedback received from the 2023 non-statutory consultation and how this has informed and shaped the proposals to be presented at a statutory consultation, which is planned to commence in April 2024 (see **Figure 2.1**).

5.1.3 If progressed with significant elements of overhead line, then it is likely the Project would be classified as a Nationally Significant Infrastructure Project (NSIP), and we would need to obtain 'development consent' under statutory procedures set by Government. In these circumstances a statutory consultation stage is required. The Planning Act 2008 requires statutory consultation for a NSIP which provides all those with an interest in a project including local authorities, statutory consultees, land interest parties and the local community to input into the design of the developing project.

5.1.4 National Grid has adopted a structured approach to project development and consenting (see **Figure 5.1**).

Figure 5.1 – National Grid's consenting process



5.1.5 To date National Grid has identified a Strategic Proposal and has undertaken 'Options Identification and Selection' as reported and published in the Corridor and Preliminary Routeing and Siting Study (CPRSS), the 2023 Strategic Options Backcheck and Review (SOBR), the 2023 Design Development Report (DDR), and the 2024 DDR.

5.1.6 The feedback from the two non-statutory consultations and the statutory consultation will be used to inform the final designs that will be put forward in the application for development consent. National Grid expects to submit the application in 2025.

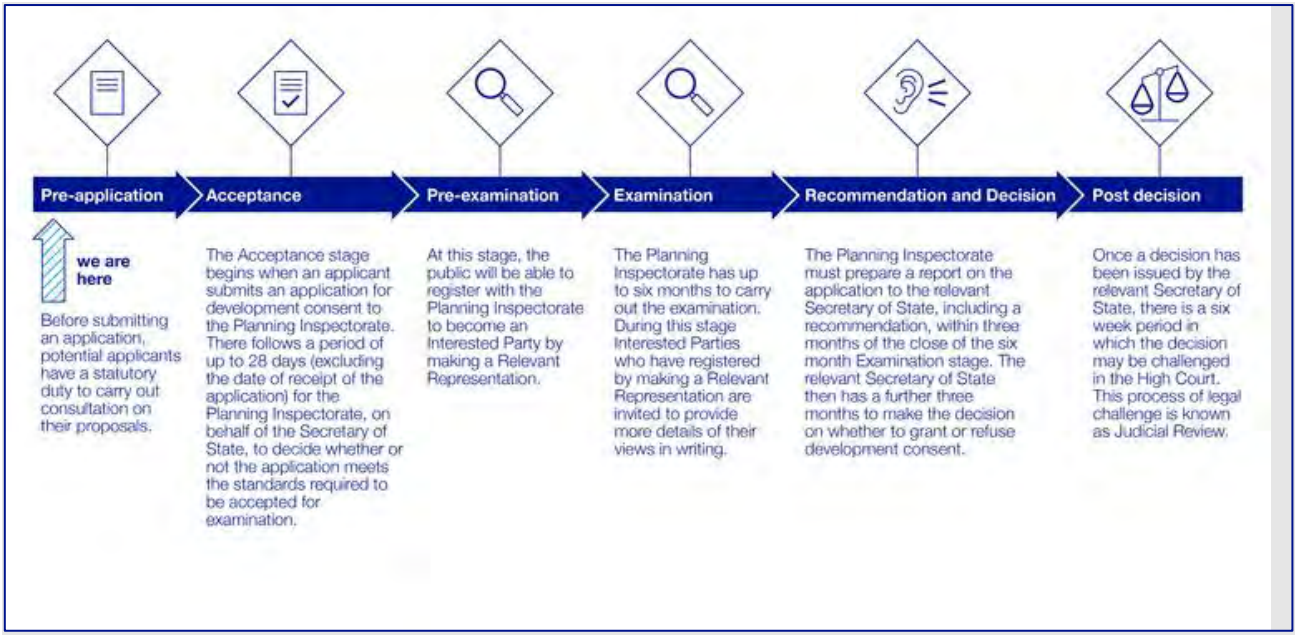
5.1.7 Ahead of all rounds of consultation, National Grid has and will continue to hold dialogue with the public including landowners and people with an interest in land which interacts with the Project.

5.1.8 The Project is now the subject of a statutory consultation as set out in the Planning Act 2008. A list of all the documents produced for the statutory consultation is available on the Project website.

5.1.9 The Project team is carrying out formal Environmental Impact Assessment (EIA) work and undertaking surveys along the route. In November 2022, a Scoping Report was submitted to accompany a request for a Scoping Opinion from the Planning Inspectorate. The Scoping Opinion (received December 2022) is informing the scope of these formal assessments for the Project. The initial findings of the formal assessments will be presented in a Preliminary Environmental Information Report (PEIR) at the statutory consultation.

5.1.10 The Development Consent Order (DCO) process is shown in **Figure 5.2**. The Secretary of State (SoS) for Energy Security and Net Zero will make the final decision on the application following an examination managed by the Planning Inspectorate (PINS) who appoint an examining authority (a panel of independent inspectors). This process can take up to 18 months. For more information, visit the Planning Inspectorate's website.

Figure 5.2- DCO process



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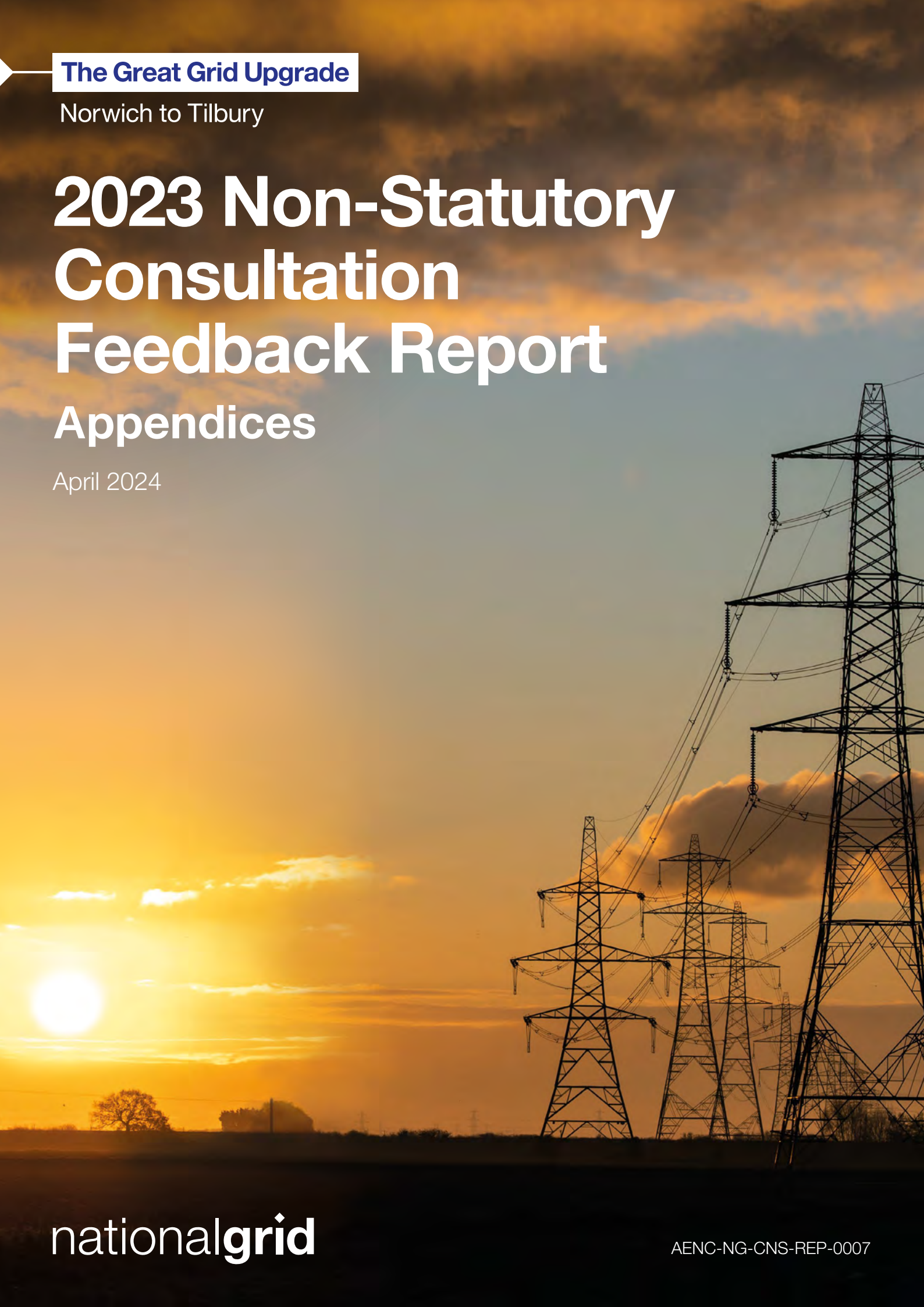
The Great Grid Upgrade

Norwich to Tilbury

2023 Non-Statutory Consultation Feedback Report

Appendices

April 2024



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Appendix A
Non-Statutory Public Consultation Strategy 2023

The Great Grid Upgrade

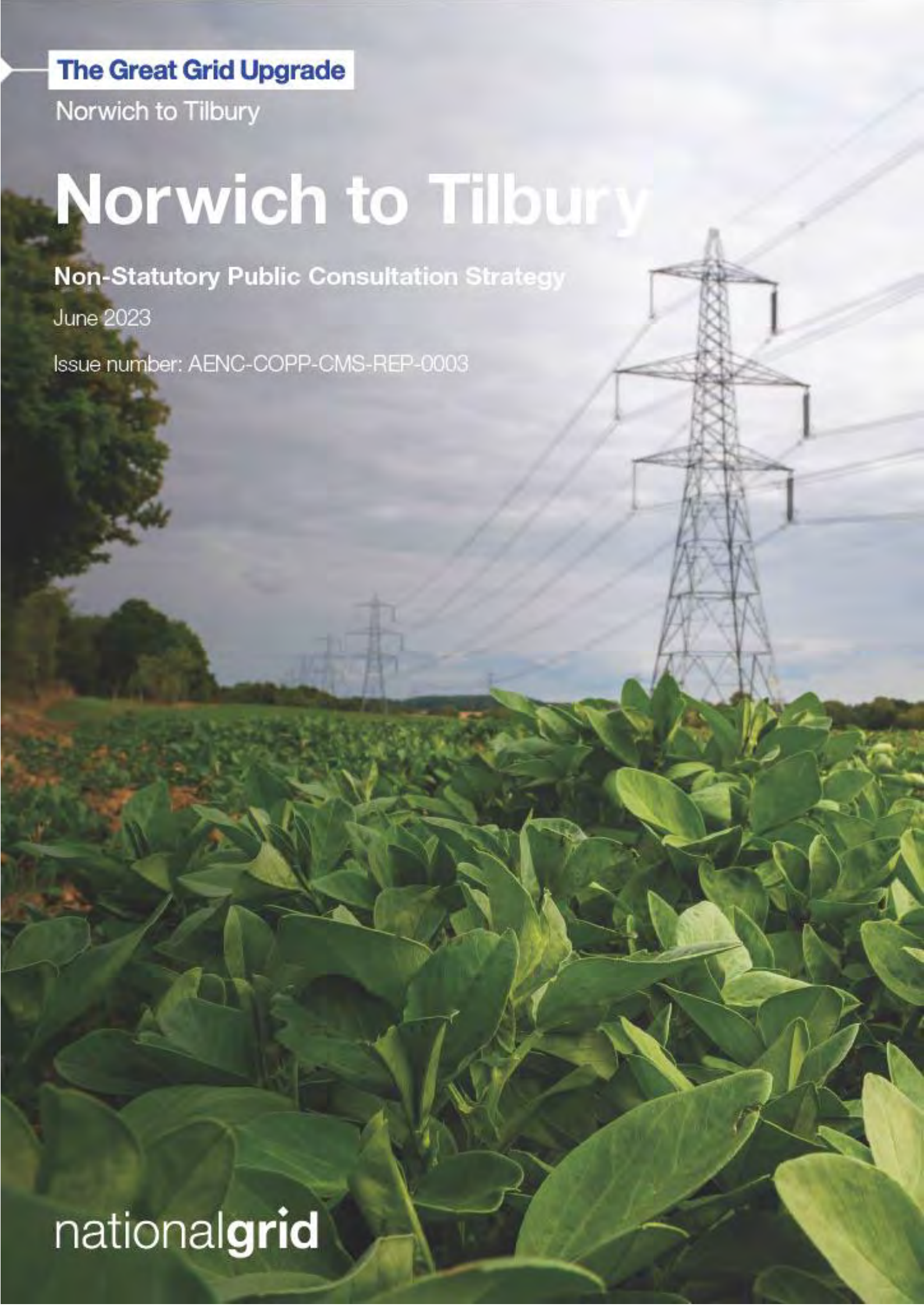
Norwich to Tilbury

Norwich to Tilbury

Non-Statutory Public Consultation Strategy

June 2023

Issue number: AENC-COPP-CMS-REP-0003



nationalgrid

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Introduction

This document outlines how National Grid Electricity Transmission (National Grid) intends to carry out a non-statutory consultation in summer 2023 on proposals to provide additional network capability in East Anglia.

National Grid needs to build a new 400 kV electricity transmission line between existing substations in Norwich to Bramford in the north, and from Bramford to Tilbury in the south, and a new substation to connect new offshore wind close to the coast.

Since the close of our first non-statutory consultation in spring 2022, we have taken the time to carefully review your feedback in detail. The information you gave us, along with findings from environmental surveys and assessments, is helping us to develop our plans in more detail.

We were pleased to receive such a high number of responses to the consultation and this feedback is vital to help inform preliminary decisions we make about the project. This includes refining the route of the draft alignment and we will be asking for your feedback on this during this round of consultation.

We have consulted with representatives of all host local authorities on our reasoning and approach to this non-statutory consultation. These comprise: Norfolk County Council, Suffolk County Council, Essex County Council, South Norfolk Council, Babergh District Council, Mid-Suffolk District Council, Colchester Borough Council, Tendering District Council, Braintree District Council, Chelmsford City Council, Basildon Borough Council, Brentwood Borough Council and Thurrock Council.

A Statement of Community Consultation (SoCC) will be prepared ahead of statutory consultation, which is proposed to take place in 2024. The content of the SoCC will build on this consultation approach. It will be discussed with representatives of the relevant local planning authorities and finalised ahead of the formal stage of consultation as per the Planning Act 2008.

National Grid Electricity Transmission – what we do in the UK

National Grid sits at the heart of Britain's energy system, connecting millions of people and businesses to the energy they use every day.

We bring energy to life – in the heat, light and power we bring to our customer's homes and businesses; in the way that we support our communities and help them to grow; and in the way we show up in the world.

It is our vision to be at the heart of a clean, fair and affordable energy future. We believe that by acting now, the UK can become the world's first major clean economy, with net zero carbon emissions by 2050, creating growth and jobs for communities across Britain.

National Grid Electricity Transmission (National Grid) owns, builds and maintains the transmission network in England and Wales. It is National Grid Electricity Transmission that is developing the proposals for the Norwich to Tilbury Reinforcement.

National Grid ESO is the Electricity System Operator (ESO) which operates the transmission network in Great Britain, including the networks in Scotland owned by Scottish Power Transmission and Scottish and Southern Electricity Networks. National Grid ESO manage the

network, ensuring the right amount of energy is provided where it is needed. In April 2019, National Grid ESO became a legally separate business within the National Grid PLC family and is regulated independently by Ofgem.

National Grid Ventures is the unregulated commercial arm of National Grid PLC, investing in technologies and partnerships that help accelerate our move to a clean energy future. That includes interconnectors - connecting the UK with countries across the North Sea, allowing trade between energy markets and efficient use of renewable energy resources.

National Grid Electricity Distribution owns and operates the electricity distribution networks for the Midlands, the South West of England and South Wales, with 8 million customer connections serving a population of over 18 million people.

The world we live in is changing, and the UK is at a turning point as we embrace the enormous opportunities a cleaner, greener future brings. The Government has made it clear that its net zero targets are an important milestone in creating a cleaner, greener future.

The UK has set a world-leading target for tackling climate change, which is to achieve net zero by 2050. Put simply, this means that we will remove the same amount of greenhouse gases from the atmosphere as we produce.

As a country, we are already making progress. The UK has the largest offshore wind capacity in the world, with some 13.6 GW in operation and a further 8 GW under construction.

Recent years have been record-breaking for renewables on the GB transmission network. Summer 2020 saw the longest run since the industrial revolution without burning coal, stretching almost 68 days. Solar power set new records with 10.1 GW of power being produced in April 2023. In January 2023, wind power generated more than it ever has, with 21.6 GW contributing to meeting our energy needs.

The way we generate electricity in the UK is therefore changing rapidly. We are transitioning to cleaner technologies like new offshore windfarms. That means we need to make changes to the grid so the whole country has access to the clean electricity from these new renewable sources.

When developing transmission network proposals, we must, under the Electricity Act 1989, do that in an efficient, coordinated and economical way, and have regard to the desirability of preserving amenity. Options to deliver additional network capability and the options we take forward are evaluated against these statutory duties. We must balance the need to develop the network in a way that is efficient, coordinated and economical, and reduces effects on people and places.

National Grid only develops new infrastructure where the existing transmission system cannot be further upgraded, system changes cannot be satisfied by other means or where customer connections are required. The Norwich to Tilbury project meets all those requirements for new infrastructure to be developed.

We have explained how we set out to meet these responsibilities and our commitments relating to engagement and consultation about our proposals in our Stakeholder, Community and Amenity Policy.

For further clarification on any of the detail included within this document, National Grid has a glossary of terms and acronyms which can be found at the following website address:

https://www.nationalgrid.com/uk/electricity-transmission/about-us/glossary-terms-and-acronyms.

Norwich to Tilbury Reinforcement

East Anglia is an important and developing region for renewable and low carbon energy.

The existing network in East Anglia currently carries around 4,500 MW of electricity generation. By 2031, we expect between 14,000 MW and 18,500 MW of new generation and interconnection to connect in the region. Today there is 4,100 MW of existing generation in East Anglia. By the end of the decade, with new nuclear, offshore wind and interconnectors, that is set to rise to approaching 25,000 MW – far exceeding the capability of the existing network. It is that change that is driving the need to provide additional transmission network capability out of the region.

Our existing power lines do not have sufficient capacity to accommodate this new generation. We are already carrying out work to upgrade the existing transmission network in East Anglia, however even with these upgrades the network will not be sufficient.

Norwich to Tilbury is a key part of our wider investment programme to upgrade our electricity transmission network in East Anglia to ensure we meet this future energy transmission demand.

Key activities since the last consultation

Between April and June 2022, we held our first consultation, writing to more than 50,000 homes and businesses in the local community.

The consultation was non-statutory with the purpose to:

- introduce our proposals and explain why we need to reinforce our network in East Anglia
- explain the options that have been considered and how we identified a preferred corridor and substation site
- listen to local communities and stakeholders, answer questions and ensure stakeholders had the opportunity to provide feedback on our work to date.

Since this initial consultation, we have:

- sought landowner access for surveys
- published the summary newsletter of our first non-statutory consultation online and issued to over 50,000 properties
- continued to engage with elected representatives, including MPs and councillors
- undertaken Environmental Impact Assessment scoping
- carried out environmental surveys and appraisals to provide more detail on the potential environmental effects of our proposals.

In addition to these activities, the project has been confirmed within Ofgem's Accelerated Strategic Transmission Investment (ASTI) framework. More information about this can be found in our Project Background Document (2023).

Purpose of the 2023 non-statutory public consultation

Following the close of our first non-statutory public consultation in June 2022, we have been carefully reviewing all consultation feedback in detail. We have made good progress and we want to share this at the earliest opportunity to enable people to give feedback on our indicative developing proposals.

The feedback from the 2022 non-statutory consultation, alongside the surveys and assessments, has been taken into account as we develop the project and identify a preliminary draft route alignment.

During the summer 2023 consultation, we will present the following:

- a preferred draft alignment which shows potential positions for overhead line and associated pylons, underground cables, cable sealing end compounds and connection substations
- an explanation of how consultation feedback, along with the findings of surveys and assessments, have informed our preliminary decision-making to date
- a Feedback Report which will summarise the feedback we received during the spring 2022 consultation and how it has been considered.

We will ask for feedback on the preferred draft alignment and if there is anything else we should consider as we further develop the project.

Consultation timing

This non-statutory consultation will run from Tuesday 27 June 2023 to Monday 21 August 2023. Consultation will be open for eight weeks.

Consultation area

We have mapped out a Primary Consultation Zone (PCZ) and a Secondary Consultation Zone (SCZ) to inform our engagement activities. They are shown in the appendices.

The PCZ (see Appendix A) will include people whose property postcodes lie within 1km of the preferred draft alignment. Where appropriate, the PCZ has been extended to include whole streets and postcodes rather than the 1km boundary dissecting hamlets or neighbourhoods. All relevant stakeholders within this area will be consulted including contacting each residential and business addresses directly.

We have extended the PCZ to include all properties which were included within the PCZ of the 2022 consultation, even though they may fall more outside of the 1km limit from the preferred draft alignment.

Before the start of the consultation, we will mail a newsletter to all properties within the PCZ. The newsletter will include:

- an introduction to the project and an explanation of what we are consulting on
- details of the project website, public exhibitions, webinars and how stakeholders can leave their feedback on our proposals
- information on further project materials and where these can be accessed

- a map showing the preferred draft alignment
- an updated project timeline.

We will include details on how people without access to the internet can view paper copies of materials and project contact details to find out more information.

The SCZ (see Appendix A) will extend to 4km from the edge of the preferred draft alignment. The SCZ will include stakeholders who are further from the project but may have concerns about it, such as construction traffic and long-distance views. Anyone can register to receive all project information and be engaged with the project as they wish.

We will seek to raise awareness of the project and public consultation with stakeholders within the SCZ through the broad dissemination of information. This will include:

- placing advertisements in local and regional newspapers providing information about the consultation and how to get involved
- providing project documents at information point locations within and beyond the SCZ for public viewing
- placing advertisements on social media to target different demographics and to include those who might not otherwise engage with the consultation
- publishing details of consultation events on the project website
- providing contact details for queries and how to request paper copies of consultation materials on the project website.

Materials

The following materials will published at the start of the consultation:

Material type	Description
Community newsletter June 2023	Direct mailout to all in the PCZ summarising details of the project and public consultation.
Project Background Document 2023	Non-technical document providing an overview of the project and detailing our proposals and how we are consulting.
Design Development Report 2023	An in-depth technical document detailing the work we have undertaken to date, focusing on the work since the 2022 consultation.
Strategic Options Backcheck and Review 2023	Providing an overview of the appraisal approach we have used to date to consider strategic options. These are reviewed and backchecked on as part of the ongoing strategic options assessment and decision-making process.
2022 Non-Statutory Consultation Feedback Report	Summarising the feedback we received during the 2022 consultation and how it has been considered.
Maps of our proposals 2023	Maps showing the location of the preferred draft alignment and the graduated swathe.
Interactive map	An interactive map of the route alignment will be produced to provide a more detailed view of the proposed route.
Advertisements/ posters	Adverts (print and social) and posters to inform people in the SCZ of the consultation. Posters will be provided to local stakeholders to display throughout the consultation.
Website	Hosting all project information, including downloadable versions of all the above documents, FAQs, an online feedback form

	and interactive map.
Non-statutory Consultation Feedback Form 2023	To gather consultation comments and feedback. Available on the website, and in paper form at consultation events, information points or by request.
Exhibition boards 2023	For display at consultation events, providing an overview of key aspects of the scheme. The information will reflect the content of the consultation website pages.

Stakeholder briefings and meetings

At the start of public consultation, we will offer briefing meetings with the following stakeholders:

- Members of Parliament where all or part of their constituencies lie within the PCZ
- elected representatives of District and County Councils that fall within the PCZ
- parish councils where all or part of the parish fall inside the PCZ.

We will engage with other organisations on request. These may include:

- third party groups such as Local Enterprise Partnerships and Business Groups
- community groups or residents' associations with a close geographical relationship to the project
- parish councils which fall outside of the PCZ
- interest groups with a close relationship to the project
- local Youth Parliaments/Councils, Youth Advisory Boards (YABs), youth groups, and universities.

These stakeholders will be sent digital copies of project information (paper copies will be provided upon request) along with details on how to respond to the consultation and engage with the project team. We will keep them updated at key project milestones.

Public consultation

We are proposing to use a blend of digital and traditional engagement channels for this public consultation. This will involve using the project website and other digital tools to present information on the project and gather feedback on our proposals.

We remain committed to engaging with all stakeholders throughout the consultation period. We want to ensure that all our engagement and consultation is inclusive and will reach those who otherwise may not engage with us.

We also recognise that some people may not have access to or use of the internet. We have taken steps to ensure that paper copies of all our materials are available either upon request or at specified locations along the route.

We will work with local authorities to ensure we have identified suitable locations for information points and wherever possible aim to accommodate suggestions beyond the venues and locations already identified in past consultation rounds.

Project website

We will update the project website so that people can easily access and download project information and documents and find links to other resources that will also be available to view at a traditional public consultation event. It will include:

Function	Rationale
Document library with access to the information	The library will be the 'go to' deposit location for all project information. It will ensure that all project information is available in one, easy to access location. We will encourage third parties hosting information point locations (such as local authorities, libraries, etc) to provide links to this page.
Consultation pages to display all relevant information and material being presented for consultation	Project documents will be laid out in a simple, visual and interactive format, with pointers and instructions throughout to aid easy navigation.
Find out more pages	Details of dates and timings of consultation events and webinars during the consultation period.
FAQs	This will help visitors to find answers to frequently asked questions.
Project videos and infographics	A way of explaining the plans in a way that is accessible and understandable to the general public, ensuring greater levels of inclusion.
Project news section	This section will enable members of the public to stay updated on the project and provides an easily accessible place for all recent updates to be hosted.
Project contact details	Telephone, email and freepost details are on the website and all consultation materials for the public to get in contact and request further details or ask questions.
Feedback form	The online form will enable members of the public to provide their feedback easily and send it back directly to the project team.
GDPR (Legal statement)	All personal data will be held in accordance with the General Data Protection Regulation (GDPR) (EU) 2016/679 and personal data will not be transferred outside of the European Economic Area, or used for purposes other than those outlined. The website will be made accessible for all users through the provision of audio guides, videos, other visual material, and the ability to request translation.

Interactive map

An interactive map of the entire route and supporting points of interest, such as the ability to zoom to specific locations. There will be pointers to further information, which may contain images, text or signpost to a different page that expands on the subject.

Public information events and webinars

A programme of public events and webinars will provide stakeholders opportunities to find out more about the proposals and to provide feedback.

Public events are organised to be accessible to as many stakeholders as possible and held at suitable venues. In person public events will provide the opportunity to speak to technical experts within the team. If events need to be cancelled for any reason, we will hold an online event on the published date, where practicable.

Online webinars will be organised to enable the project team to present the same information as that at the public events to a large number of interested stakeholders. At least one webinar will be recorded and made available on the project website for playback by those who cannot attend the webinar sessions. The sessions will also include time for questions and answers.

Both in person and online webinar events will be held over a number of weeks during the consultation to provide multiple opportunities for people to take part.

Information helpline

Contact details including a freephone information line, email address and freepost address will be widely publicised, including in paper copies of consultation publicity materials and on the website. People will be able to request information over the phone.

Providing feedback on our proposals

We want to make providing feedback on our proposals as easy as possible for all stakeholders. Paper copies of the feedback form will be available at public events (Appendix B) and at information points along the route (see Appendix C). Visitors to our project website will be able to fill out a feedback form online and send it back directly or download and print and return via our freepost address.

Members of the public will also be able to telephone our freephone contact number and request a paper copy of the feedback form, enabling them to send their feedback to the project team free of charge.

We will review all returned feedback forms. Comments will analysed and considered as the project is developed further.

Advertising

We will use advertising to raise awareness of the public consultation on the project proposals.

Traditional media

To raise general awareness of the project within the area and to advertise the consultation programme, we will place advertisements in key local and regional publications. These advertisements will help ensure that stakeholders without access to the internet, or who do not frequently use sites which will receive targeted virtual advertisement, are made aware of the project consultation.

Advertisements will published at the start of public consultation to inform stakeholders of deadlines for feedback and public information event and webinar dates.

We will also engage proactively with local news media including radio and broadcast to provide a briefing on the proposals to inform coverage of the consultation and will be responding constructively to any requests for media interest throughout the consultation.

Digital media

Where newspapers have a related digital outlet, we will publish corresponding adverts on the digital publications of those newspapers where ads are printed in paper copy. These ads will target postcodes within the SCZ.

Social media

We will use social media to advertise the consultation. Advertisements will target the postcodes within the PCZ. Social media advertisement may draw in stakeholders who wouldn't otherwise engage with the consultation, for example, young people. We will also ask local authorities, and other identified groups, to use their own social media channels to advertise the consultation.

Engaging with Hard to Reach and interest groups

Hard to Reach groups are defined as being inaccessible to most traditional and conventional methods of consultation for any reason. We recognise that some people and groups may not have access to, or use of, the internet or be able to access traditional consultations easily.

To ensure our consultation is accessible to all, we will:

- publish and advertise our contact details widely so people can call, email or write to us for assistance
- directly mail a newsletter to all stakeholders within the PCZ and provide details of how to access paper copies of other project documents, and provide feedback by post
- set up information points along the route where people can collect paper copies of some documents and feedback forms, including in the north section where internet access is more limited
- make important information available in 'plain English' in both digital and non-digital formats to make it as accessible as possible for people to understand and take part in consultation, enhanced with supporting images, drawings and graphics to make it easier for people to understand technical information

- wherever possible, upon request aim to provide materials in different formats, including easy-read, large print and in different languages. To request this, we ask that consultees and/or stakeholders contact the project team
- advertise the availability of the telephone helpline.

Hard to Reach groups may include the following:

- ethnic minority groups and people for whom English is a second language
- the Traveller community
- the elderly
- people with visual and hearing impairments
- people with limited mobility/disability
- the 15-19 and 20-39 age groups
- carers and families with young children
- economically inactive individuals
- geographically isolated communities or individuals.

Interest groups will include:

- business groups such as Local Enterprise Partnerships and Chambers of Commerce
- community groups such as residents' associations with a close geographical relationship to the project
- educational establishments like universities, colleges and schools along the route.

Communication tools for Hard to Reach and interest groups

Leading up to and during the consultation period we will carry out the following:

Communication tool	Objective(s)	Result
Direct engagement	Engagement with representative groups and organisations, building links with the project and helping identify Hard to Reach and interest groups in local communities. These could include community groups, youth groups, business groups, activity centers, ethnic minority groups, religious groups.	National Grid can make use of existing communications channels that these community groups have in place to communicate with a wider audience of harder to reach groups and individuals.
Website	An online hub for the consultation, providing two-way communication between the public and the project.	This will support easy access to information for anyone with either visual or hearing impairments.
Engagement with ambassadors/ champions (for example, parish	Identify community leaders who can help facilitate wider consultation beyond traditional channels and assist	Feedback is received from Hard to Reach group representatives and individuals.

councils which have their own communications channels)	the project team in identifying likely issues and concerns from stakeholders and ways to overcome them.	
Online awareness - consultation will be publicised through the following channels: • printed materials • press releases • paid advertising • social media advertising	To engage with a wide range of audiences and spread awareness of the proposals and consultation to those who may not otherwise hear about them or have the opportunity to participate. These may be integrated with other consultation activities.	To enable participation in the consultation process.
Telephone helpline	Offering a further alternative to paper copy or online materials, especially for people who may be visually impaired.	To engage with those who may have difficulty accessing online information or attending in-person events.
Paper copy materials	Providing paper copies of materials to those without access to the internet on request.	To engage with those who may have difficulty accessing online information or attending in-person events.

Hard to Reach and interest groups contact database

We have created a database of identified relevant contacts at Hard to Reach and seldom heard community groups and other interest groups and organisations.

We will use this contact database to ensure these groups and organisations are kept up to date with the development of the scheme.

We will also continue to monitor the success of our communications tools to test the suitability of our approach to engagement.

Depending on the reception of our early communications with these interest groups, we will adjust our approach to engagement accordingly.

Youth engagement

Young people will be the greatest beneficiaries of net zero. As a result, we have increased our focus on youth engagement for the 2023 non-statutory consultation.

In order to better engage with young people in the region, we will look to hold additional youth-focused events.

Along with our public webinars, we propose to hold an additional youth engagement forum which will provide an opportunity for young people to meet and discuss our plans with the project team. The key discussions and actions will be documented and outlined in a report circulated to all participating groups.

We intend to maintain this engagement post-consultation, holding online and in-person events in collaboration with education providers. These events will look to give attendees an opportunity to not only give their views on the project, but help shape our approach to future youth engagement.

We will ask local authorities, and other identified groups, to use their own social media channels to advertise the consultation and distribute key project information to young people within their Hard to Reach database.

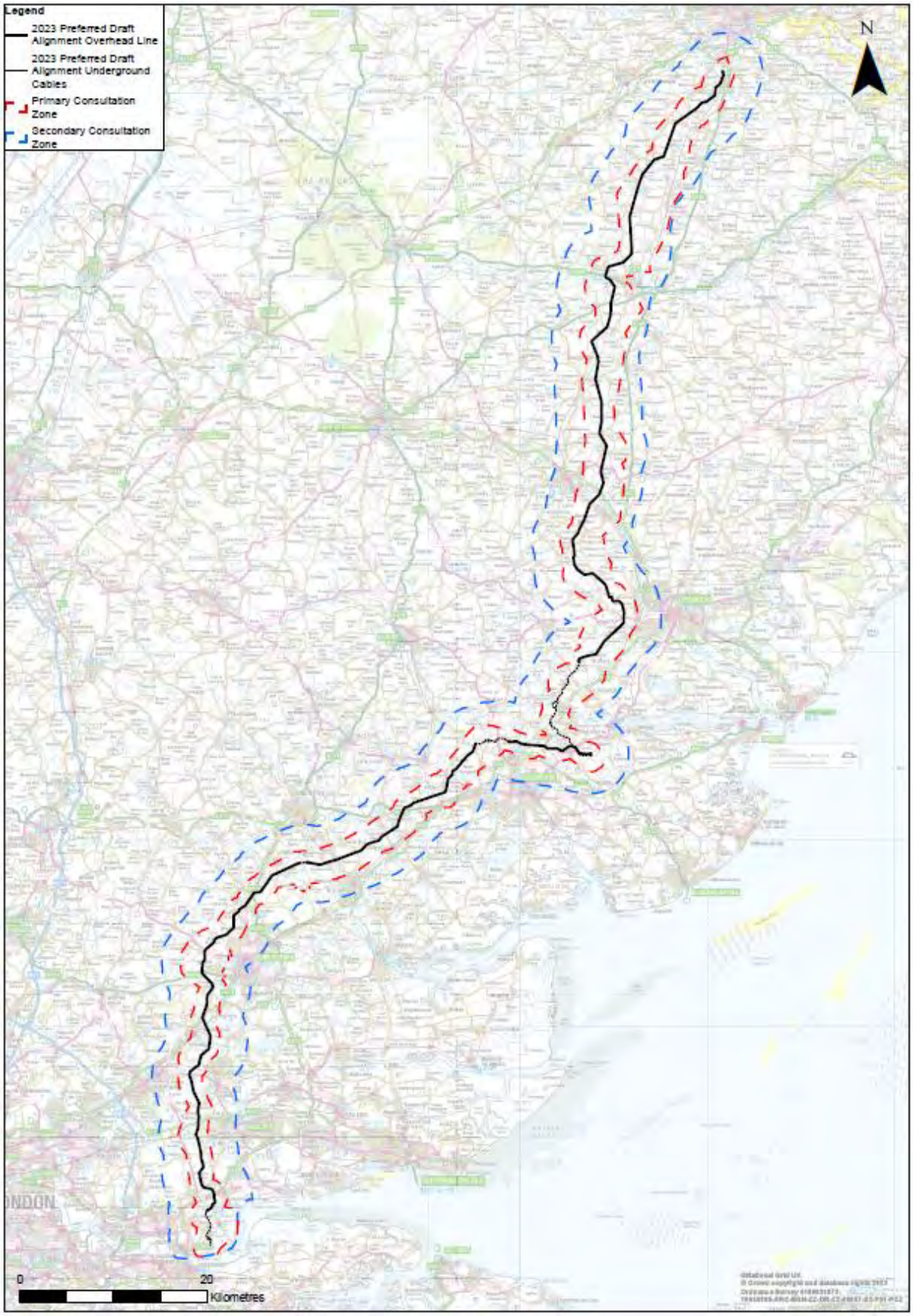
Reporting on the consultation

The outcomes from the 2023 non-statutory consultation will be made available to the public and stakeholders in a range of ways. Initially, our aim will be to publish an update newsletter following the consultation which will provide an overview of the key matters raised, how we're considering them and what the timescales and next steps are.

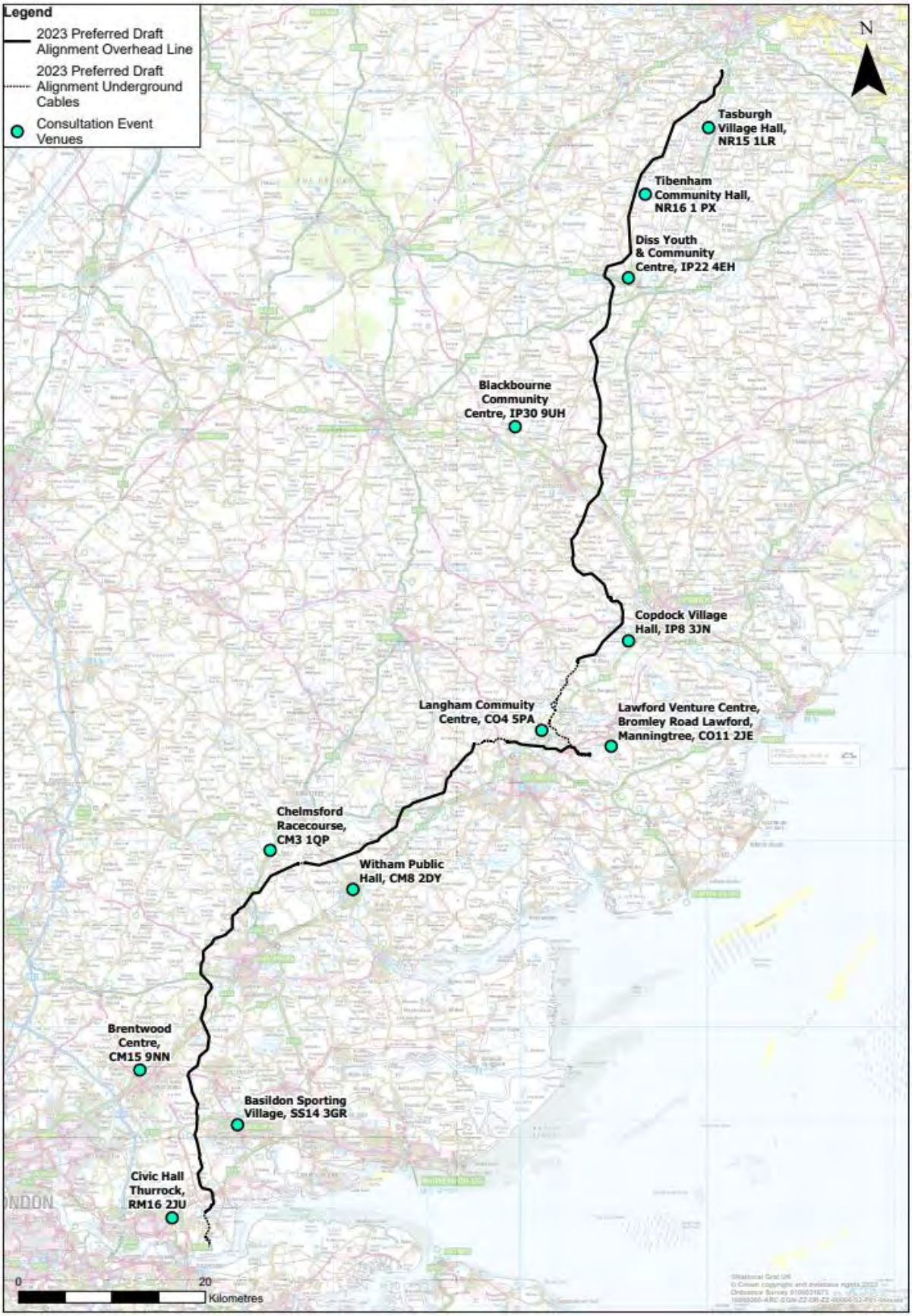
At statutory consultation, we will provide a full consultation feedback report detailing how we've had regard to the feedback received.

Appendices follow

Appendix A - Consultation zones



Appendix B – Public event and online webinar details



Date and time	Venue
Thursday 6 July 2-7pm	**The Brentwood Centre**, Doddinghurst Road, Pilgrims Hatch, Brentwood, CM15 9NN
Friday 7 July 2-7pm	**Diss Youth & Community Centre**, Shelfanger Road, Diss, IP22 4EH
Saturday 8 July 11am-4pm	**Lawford Venture Centre 2000**, Bromley Road, Lawford, Manningtree CO11 2JE
Monday 10 July 1-6pm	**Tibenham Community Hall**, Pristow Green Lane, Tibenham, Norwich NR16 1PX
Tuesday 11 July 11am-4pm	**Blackbourne Community Centre**, 71 Blackbourne Road, Elmswell, Bury St Edmunds, IP30 9UH
Wednesday 12 July 2-7pm	**Chelmsford City Racecourse**, Chelmsford, CM3 1QP
Thursday 13 July 2-7pm	**Langham Community Centre**, School Road, Langham, Colchester, CO4 5PA
Monday 17 July 2-7pm	**The Civic Hall**, Blackshots Lane, Grays, RM16 2JU
Tuesday 18 July 1-6pm	**Tasburgh Village Hall**, Grove Lane, Tasburgh, NR15 1LR
Wednesday 19 July 2-7pm	**Copdock Village Hall**, Old London Road, Copdock, IP8 3JN
Thursday 20 July 2-7pm	**Witham Public Hall**, Collingwood Road, Witham, CM8 2DY
Friday 21 July 2-7pm	**Basildon Sporting Village**, Cranes Farm Road, Basildon, SS14 3GR

In addition to in person events we are also holding online webinars where we will present details of the proposals followed by an opportunity to ask questions.

Date	Time
Wednesday 5 July	1-2pm
Tuesday 25 July	7-8pm
Saturday 12 August	10-11am
Thursday 17 August	10-11am

Appendix C – Information point locations

The following information points have been set up along the route. You can collect paper copies of selected consultation documents, as well as the feedback form from these throughout the duration of the consultation.

Please note that opening hours may vary. It is advised to check ahead to ensure that the information point venue will be open and has the materials available before travelling. This can be done either by contacting the locations directly or by contacting the Norwich to Tilbury Community Relations team on 0800 151 0992 who will be happy to assist.

Information Point	Address
Norfolk County Council*	County Hall, Martineau Lane, Norwich, Norfolk, NR1 2DH
Long Stratton Library	The Street, Long Stratton, NR15 2XJ
Diss Library	Church Street, Diss, IP22 4DD
Stowmarket Library	Milton Road, Stowmarket, IP14 1EX
Suffolk County Council	Endeavour House, 8 Russell Rd, Ipswich, IP1 2BX
Capel Library	The Street, Capel St Mary, Ipswich, IP9 2EF
Tendring District Council	88-90 Pier Avenue, Clacton on Sea, Essex, CO15 1TN
Manningtree Library*	High Street, Manningtree, CO11 1AD
Colchester Library	Trinity Square, Colchester, CO1 1JB
Coggeshall Library	29 Stoneham Street, Coggeshall, Colchester, CO6 1UH
Witham Library*	18 Newland Street, Witham, CM8 2AQ
Writtle Library	45 The Green, Writtle, Chelmsford, CM1 3DT
Chelmsford Library	County Hall, Market Road, Chelmsford, CM1 1QH
Ingatestone Library	High Street, Ingatestone, CM4 9EU
Billericay Library*	143 High St, Billericay, CM12 9AB
Brentwood Borough Council	Town Hall, Ingrave Road, Brentwood, CM15 8AY
Tilbury Library	Kanmore House, 16 Civic Square, Tilbury RM18 8AD

* Availability may vary from other locations listed. Please contact the Community Relations team on 0800 151 0992 for more information.

Appendix B
LPA Feedback to the draft Public Consultation Strategy

Summary of matters raised	National Grid's response
BDC reserve further comment until the draft publication of the appendices: • Consultation Zones • Public Information Event Locations • Information Point Locations	Noted. We'll provide the appendices once finalised and as part of the consultation launch materials and activity.
How do National Grid "Support our communities and help them to grow"? It would be useful to see what they have done in Thurrock to 'support communities'	We'll provide information about what National Grid has done and is doing to support communities as part of our consultation materials. This will include a dedicated section in the launch newsletter and at our public exhibitions about our work in the community. In particular we'll focus on how younger people can learn more about the sector. There's also more information available on our website: Our communities | National Grid Group.
How many of the 52,000 homes and businesses from the first consultation are in Thurrock?	At the first phase of non-statutory consultation, we wrote to just over 4,700 homes and businesses in Thurrock.
Consultation open for eight weeks seems like a reasonable timescale	Noted.
Will there be an easy read version of the newsletter be made available?	Our approach is to ensure consultation material is written in 'plain English' to make it as accessible as possible for people to understand and take part in consultation. While some documents are more technical than others, we write as much as possible with public audiences in mind. Wherever possible, upon request we'll also aim to provide materials in different formats, including easy-read, large print and in different languages. To request this, we ask that consultees and/or stakeholders contact the project team who'll be happy to help.
Can we influence where the information points will be if physical copies are being made available?	Yes, we're keen to work with local authorities to ensure we've identified suitable locations for information points. Wherever possible we'll aim to accommodate suggestions beyond the venues and locations we've already identified and have used in the past.

Summary of matters raised	National Grid's response
It would be useful to see this list (of community groups or resident associations with a close geographical relationship to the project) so we can see if anyone we hold info for has been missed. I'd also suggest local faith groups are added.	Lists to be included in the final appendices and will be published as part of the strategy.
Public events - As much notice of these as possible would be good, to allow people time to make arrangements to attend.	In person public events will commence approximately one week after the publicity and launch of the 2023 non-statutory consultation and will run for three/four weeks into the consultation to allow people to make arrangements to attend. Both in person and online webinar events will be held over a number of weeks during the consultation to provide multiple opportunities for people to take part.
Alternative formats on request – will it include easy read and other languages?	Consultation documents have been written in 'plain English' and enhanced with supporting images, drawings and graphics to make it easier for people to understand technical information. While some documents and drawings are more technical than others, we try to make all material as accessible for the public as possible. If consultees require, alternative formats such as easy read and translations, are available on a case-by-case basis on request by getting in touch with the project team depending on the consultees' specific requirements to ensure the consultation is accessible and inclusive in line with legislation and Government guidance.
Hard to reach and interest groups contact database - Would be great to see who they have on here if possible.	Lists to be included in the final appendices and will be published as part of the strategy.
Appendices – can we see these?	Final appendices will be published as part of the strategy.
Following our review of the draft non-statutory public consultation strategy document dated 2023, I write to confirm that we have no objections to the approach set out in the draft non-statutory public consultation strategy document ahead of a future application for a Development Consent Order [DCO/NSIP] but I am enclosing the document with comments made contained within	Noted, thank you.

Summary of matters raised	National Grid's response
I am also attaching a weblink that has been identified by our Public Health team WHIASU_Population_Groups_Checklist.pdf (phwwhocc.co.uk).	Noted, thank you.
Overall, the strategy provides a suitable framework for guiding the non-statutory consultation and the proposed methods are supported.	Noted, thank you.
It would be helpful if the need for why the proposal is required is explained in very simple terms as it is felt that this is lost within the information provided. The proposal is a response to a changing national energy situation and would effectively rewire the East of England / UK to deliver improved lower carbon energy and improve existing energy transmission.	Noted. We want to make the consultation as accessible as possible for people, which includes making the proposals and the wider need case easy to understand. We've taken a few steps to do this, including setting the context for the proposals out as clearly as possible within the consultation materials – such as the newsletter and website, as well as within more technical documentation. It is also worth noting that National Grid recognises the need to engage the wider public too and is aiming to do so via The Great Grid Upgrade campaign that's currently running across the UK, including in key project areas. As part of this activity, the project's name is changing from East Anglia GREEN to the Norwich to Tilbury connection project to make the project's location and purpose more easily understood for the public. It's our aim through this activity to engage a wider audience but also make it easy for people to understand what, where and why we're proposing to build new grid infrastructure, to bring new sources of renewable energy to homes and businesses across the UK.
CCC asks that consideration is given to the timing of the consultation strategy. It is stated that the consultation will be open for 8 weeks throughout Spring/Summer 2023. There is potential for the consultation to take place during the school holiday period, when consultees are less able to respond. Consideration should be given to the feasibility of allowing a longer period of consultation, for example to 12 weeks, to allow consultees sufficient time to respond.	We're committed to making sure the public and stakeholders have enough time to view and respond to the proposals. As this stage of non-statutory consultation, we believe eight weeks is sufficient time to advertise, run and close consultation – and it is consistent with our previous phase of non-statutory consultation in 2022. We do recognise that consultation will extend into the school holidays, but we will arrange public events in the earlier weeks of consultation to avoid school holidays as best we can. It's also important to note that there will be a further phase of statutory consultation in 2024.
It would be helpful if the consultation material could show the 2022 proposed alignment overlaid with the 2023 alignment to enable comparison between the two routes.	As part of the 2022 non-statutory public consultation National Grid consulted on a preferred corridor within which an alignment could go, including a graduated swathe showing areas within the corridor it was more or less likely this could be.

Summary of matters raised	National Grid's response
	Our 2023 consultation material will show our preferred draft indicative alignment. Where this alignment is either outside of the 2022 corridor or through an area previously thought less likely within the graduated swathe this will be specified including the reasons for that preliminary routing decision.
Again, discretion and a 'flexible approach' should be given to the use of the Secondary Consultation Zone (SCZ) to ensure that stakeholders along the 4km boundary of the proposed draft alignment are consulted on.	Noted, thank you.
Parish Councils where all / part of the parish falls within the SCZ should be offered briefing meetings as a matter of course and not by request as proposed. Parish Councils within 4km of the proposed draft alignment have potential to be affected by the proposal.	Noted, thank you. Where all or part of a parish falls between the PCZ and SCZ they will be offered briefings as a matter of course. National Grid having given due regard and consideration to CCC's comment believes that its proposed approach of offering briefings to parishes within the PCZ and accommodating requests for briefings from parishes within the SCZ is still proportionate and reasonable.
As noted previously, CCC would be happy to discuss providing a link to the project website on its consultation page on a computer available to members of the public in our Customer Service Centre.	Noted, thank you.
CCC strongly recommends that the use of virtual exhibition software is utilised as part of the consultation. From experience, CCC has found that this approach will achieve a wider reach and better range of respondents and will allow users to view exhibition content at a time convenient to them.	Noted, thank you. In National Grid's experience it has found mixed success in the utilisation of specific virtual exhibition software in achieving reach and range of respondents, compared to the blended approach of in person and other virtual methods proposed. It is noted and agreed the importance of allowing users to view content at a time convenient to them. In addition to in person exhibitions and physical public information points National Grid will also be hosting a number of online webinars at alternative times, alongside providing freephone, email and FREEPOST methods of contact, and making all materials including exhibition board content available at the events available to view on the project website throughout the consultation.

Summary of matters raised	National Grid's response
	We'll continue to look at the performance of our various tools following this phase of consultation and keep any other methods under assessment before statutory consultation.
CCC supports the proposed methods of promoting the project. CCC would be happy to discuss advertising the consultation on its social media channels.	Noted, thank you.
You may also wish to use local radio stations such as BBC Essex and Heart Essex	We'll use a blended approach to advertising and promoting this phase of consultation, which includes engaging paid for advertising through local print media. We will also engage proactively with local news media including radio and broadcast to provide a briefing on the proposals to inform coverage of the consultation and will be responding constructively to any requests for media interest throughout the consultation.
Another way of raising awareness of the project could be through posters, and site notices on telegraph poles, lamp posts etc in locations where the new powerline would be particularly visible. These could provide details of the project website with a QR code that can be scanned by smart phone users.	Noted, thank you. Posters will be provided to local venues, parishes and at information points to display throughout the consultation. In our experience putting posters in locations where people tend to gather is the most effective approach. We'll also be sending all properties within the PCZ a copy of the latest project newsletter, which contains event and consultation details. The newsletter will provide details of the project website with a QR code that can be scanned by smart phone users.
CCC suggests approaching Parish Councils within the PCZ or SCZ to see if they can publicise the proposals on their noticeboards.	Noted, thank you. Material will be provided to parish councils and other venues within the PCZ to display throughout the consultation.
CCC welcomes the approach to youth engagement. However, this should be in addition to, and should not be to the detriment/disadvantage of other interest groups.	Noted, thank you. National Grid is committed to ensuring that the consultation is open and accessible and that all those with an interest in getting involved are able to do so. None of our activity will preclude anyone from taking part.
As commented previously, it would be helpful if the strategy includes details about how National Grid will feedback to communities the results of the non-statutory consultation e.g., will there be a report published on your website?	Noted, thank you. The outcomes from the 2023 non-statutory consultation will be made available to the public and stakeholders in a range of ways. Initially, our aim will be to publish an update newsletter following the consultation which will provide an overview of the key matters raised, how we're considering them and what the timescales and next steps are.

Summary of matters raised	National Grid's response
	At statutory consultation, we'll provide a full consultation feedback report detailing how we've had regard to the feedback received.
It would be helpful if details of the project timetable are included within the consultation strategy.	Noted, thank you. Details of the project timeline will be included within the public facing consultation materials.
We remain concerned that until the issue of project design and the use of alternative technologies is afforded full and transparent consideration, further consultation on the preferred overhead transmission scheme should be suspended.	We have been targeted with a delivery date of 2030 and at this time we believe our current proposals best provide value for money to customers. Network reinforcements are required inland to accommodate the increased demand on the network, and to ensure we can effectively transport the power from where it comes from offshore generation to where it is used in people's homes and businesses. It is vital that we continue to progress our work. It would not be appropriate for us to delay this essential project which will contribute to more affordable energy bills. In order to meet these challenging deadlines to connect new offshore wind power we must continue to progress the project. However, we will continue to carefully consider and backcheck our proposals should this change.
The principal difference between the current strategy and the previous (for the first round of non-statutory consultation) is the use of larger venues which are sited further away from the current preferred route. The underlying reasoning is understandably health and safety considerations due to the large number of attendees at previous events. However, we are committed to achieving enhanced engagement with hard-to-reach groups, especially children and young people (18-25 years) but also older people.	It is noted with thanks that CCC is understanding of the rationale and methodology which National Grid has applied to determine venues for the public consultation. In addition to our approach to youth engagement, National Grid is committed to ensuring that the consultation is open and accessible and that all those with an interest in getting involved can do so.
The consultation strategy should involve simplified documentation and greater digitisation – possibly consultation events using up to date digital tools such as meetings with VR headsets to help understand proposals, online voting tools and interactive 3D mapping with flyovers. Enhanced tools to enable ease of migration through information, rather than inaccessible complicated technical reports, letter writing, in person attendance at events etc. Schools, FE colleges, universities and all relevant social media platforms are the best channel to effectively engage with young people.	Noted, thank you. National Grid is proposing a blended approach of in person and virtual/online methods to achieve a reach and range of respondents, allow users to view content at a time convenient to them, and host dedicated youth engagement events. Digital methods include an online interactive map and a digital engagement platform for providing feedback, in addition to in person exhibitions. We will also be hosting online webinars and making all materials from these including exhibition board content available at the events available to view on the project website throughout the consultation.

Summary of matters raised	National Grid's response
	Consultation documents have been written in 'plain English' including varying degrees of technical detail to enable people to access information in an understandable format in both paper copy and digitally.
Conversely, although Covid has expanded participation in digital meetings across all age groups, much of the route corridor cuts through deeply rural areas with a greater proportion of elderly people. Whilst this is not universally the case, many of this group may lack digital skills and also may be less likely/able to attend meetings hosted at a greater distance from home. To achieve an inclusive engagement, a solution needs to be found to support local engagement with elderly people and participation with small groups potentially using parish council meetings for Q & A sessions.	Noted, thank you. National Grid is proposing a blended approach of in person and virtual methods to achieve a reach and range of respondents. National Grid is committed to ensuring that the consultation is open and accessible and that all those with an interest in getting involved are able to do so. In addition to digital methods National Grid will also be hosting in person public exhibitions and local information points, alongside providing freephone and FREEPOST methods of contact. Consultation documents have been written in 'plain English' including varying degrees of technical detail to enable people to access information in an understandable format in paper copy. If consultees require these, they are available on request by getting in touch with the project team. National Grid will be engaging with both parish councils and a range of Hard-to-Reach interest groups including those representing the elderly as part of the consultation. Lists to be included in the final appendices and will be published as part of the strategy.
Rural communities in Essex need financial support from infrastructure developers to build the requisite capacity to facilitate effective engagement with NSIPs. If NGET funded independent planning support services e.g., from Planning Aid England, then this could facilitate more meaningful and effective engagement at parish level. We understand that a precedent exists for this approach with EDF commissioning Planning Aid to support town and parish councils to engage with the Sizewell NSIP	Noted. At this stage we don't believe additional funding is required for a project of this nature, but we're willing to work with local authorities should they identify any additional support is needed for parish councils.
Given that the eight weeks may fall in the school holidays it would be helpful to give stakeholders as much notice of the expected start date for the consultation as possible.	In person public events will commence circa one weeks after the launch and publicity of the consultation to allow people enough notice to attend. Events both in person and online will be held over a number of weeks during the consultation to provide multiple opportunities depending on people's availability to attend.

Summary of matters raised	National Grid's response
Paper copies can be made available for public inspection at our Endeavour House offices.	Noted, thank you.
I suggest all stakeholders who have already responded to the previous consultation / other engagement on the project be included, regardless of their location in relation to the PCZ / SCZ.	Noted, thank you. We will notify all those who have requested to be kept informed throughout the project development.
I note the intention to specify information point locations but that here is no appendix C yet provided. I would be happy to offer suggestions / comment on this further.	Noted, thank you. We will always seek to accommodate specific suggestions of information points where possible from LPAs and will share a list of potential locations with you ahead of consultation.
Our comms team have found Twitter to be a helpful platform to engage with some hard-to-reach audiences, particularly younger people.	Noted, thank you.
I note the intention to specify public information event locations but that here is no appendix B yet provided. I would be happy to offer suggestions / comment on this further.	Noted, thank you. Final appendices will be published as part of the strategy. We will always seek to consider specific suggestions of events for the statutory consultation where possible from LPAs.
It would be helpful to include axonometric drawings / images to help audiences understand the form and scale of some aspects of infrastructure such as sealing end compounds.	Noted, thank you. We'll provide a range of image and diagram types during non-statutory consultation so consultees can get a good understanding of the various elements of the scheme, including Cable Sealing End Compounds (CSECs).
I note the approach to hard-to-reach groups and this seems likely to cover hard to hear and BAME groups although there's no specific use of these terms. We don't have a current strategy for engagement with these groups but projects are being supported by Siobhan Kranjanasilp at the Ipswich & Suffolk Council for Racial Equality (ISCRE) is you need any information. Her email is Siobhan@iscre.org.uk. I'm aware that the TLO for the joint authorities has changed since the last time I worked with them so the email for the Norfolk and Suffolk GT service is NSGRTS@norfolk.gov.uk which will hopefully be helpful.	Noted, thank you.
The 8-week consultation period is likely to fall over the summer school holidays and as such it is felt that the consultation period should be extended	We're committed to making sure the public and stakeholders have enough time to view and respond to the proposals. As this stage of non-statutory consultation, we believe eight weeks is sufficient time to advertise, run and

Summary of matters raised	National Grid's response
to between 10 – 12 weeks, giving the maximum opportunity for Local Authorities; Community Groups; and members of the public time to respond.	close consultation – and it is consistent with our previous phase of non-statutory consultation. We do recognise that consultation will close in the early weeks of school holidays, but we'll have concluded our events programme by that point. If additional time to respond is required, we're happy to work with those individuals or groups to assess how we can support them. It's also important to note that there will be a further phase of statutory consultation in 2024.
Any documentation produced needs to be in Plain English; and where technical reports are produced these should be supported with Non-Technical Summaries (NTSs);	Noted, thank you. Consultation documents have been written in 'plain English' including varying degrees of technical detail to enable people to access information in an understandable format.
Public Exhibitions – while supporting such events there needs to be more venues in Norfolk compared to the first-round non-statutory consultation. It is suggested as a minimum there should be a venue in the North (e.g., Mulbarton); and one in the South (Diss or nearby). In addition, it might be useful to have an event/venue half way between – location to be agreed;	Noted: Three in person public events will be held in Norfolk at Tasburgh, Tibenham and Diss.
Stakeholder briefings – this should include elected County Councillors within the Secondary Catchment Zone (not just the Primary Catchment Zone);	Noted, thank you. Where part of a county electoral division falls between the PCZ and SCZ they will be offered briefing meetings as a matter of course. National Grid having given due regard and consideration to NCC's comment believes that its proposed approach of offering briefings to County Councillors within the PCZ and accommodating requests for briefings from County Councillors within the SCZ is still proportionate and reasonable.
Need to see Appendices 1-3, which have not been included;	Final appendices will be published as part of the strategy.
It is recommended that environmental Non-Government Organisations (e.g., Norfolk Wildlife Trust, RSPB, National Trust, Norfolk Rivers Trust etc.) and other local environmental interest groups are specifically identified within the strategy, for example as part of the groups listed in the Stakeholder briefings and Meetings section as those which EAG "will engage with on request".	Noted: We will consult a wide range of statutory government and non-governmental environmental groups and organisations as part of this phase of non-statutory consultation (and did so in 2022). Typically, these groups form part of our engagement and consultation as part of the Environmental Impact Assessment (EIA) process for the project in line with the relevant regulations.

Summary of matters raised	National Grid's response
	Wherever possible, we aim to consult as broad a range of groups and interested parties as possible, so we're always willing to receive comments and suggestions for any additional local groups we may not be immediately aware of.
It is also recommended that such environmental groups are recognised as interest groups within the Engaging with Hard to Reach and Interest Groups section.	Typically, details of engagement with these groups will form part of the Environmental Impact Assessment (EIA) process for the project rather than community consultation – which the strategy outlines. That said, these groups are captured within our wider set of consultees and will be consulted at non-statutory consultation.
Thank you for the opportunity to comment on the East Anglia GREEN Consultation Strategy. At the earliest opportunity, ECC would appreciate NGET confirming the date of the consultation, venues/dates/times of any in-person events and who will be leading this workstream.	The specifics of the consultation (dates, locations, times etc) are still being confirmed, but we will be updating everyone on those details at the LPA workshop on Tuesday 13 June. Donna Burnell, our Regional External Affairs Manager, leads our consultation workstream.
BDC overall support the draft Non-Statutory Consultation 2023 Strategy	Noted, thank you.
SoCC - It would be good to know when this is expected and whether we will be able to comment on a draft ahead of it being finalised to ensure we feel it meets any accessibility needs of our communities.	National Grid will publish a Statement of Community Consultation (SoCC) as part of our statutory consultation in 2024. We will consult with relevant Local Planning Authorities (LPAs) on the development of the draft SoCC ahead of this under Section 47 of the Planning Act 2008.
Any health/community impact assessments or Equality Impact assessments undertaken as part of EIA scoping so far?	We'll provide more information on our assessment processes at statutory consultation in 2024.
I also note from your website that statutory public consultation will take place in 2024 ahead of a DCO application submission in 2025. I would be grateful if you can keep us informed of any updates to the timetable in case of any changes.	Noted. Stakeholders including LPAs will be kept updated throughout the development of the project up to DCO submission, including any substantive changes to the project programme and ahead of key milestones such as the statutory consultation.

Appendix C
Newspaper Adverts

Appendix C1
Eastern Daily Press
29 June 2023

Appendix C2
Thurrock Gazette

29 June 2023

[redacted]

Appendix C3
Braintree and Witham Times and Halstead Gazette

29 June 2023



Appendix C4
Colchester Gazette

29 June 2023



Appendix C5
Harwich and Manningtree Standard

30 June 2023







Appendix C6
East Anglian Daily Times
30 June 2023



Appendix C7
Online Adverts: Brentwood Gazette

29 June - 12 July 2023


The Great Grid Upgrade
Norwich to Tilbury
Norwich to Tilbury
nationalgrid
Have your say on latest proposals for new electricity reinforcement between Norwich and Tilbury.
Consultation closes on 21 August.
FIND OUT MORE

NEWS

Appendix C8
Online Adverts: Essex Chronicle

29 June - 16 July 2023

What's On › Clacton

When to see Spitfires and other legendary WWII planes flying over Essex this summer

An Avro Lancaster, a Supermarine Spitfire and a Hawker Hurricane will all fly over Essex

WHAT'S ON By Anna Willis Multimedia reporter
07:05, 29 JUN 2023

Bookmark

Find things to do
All events | All dates | Location | Search



ADVERTISEMENT
The Great Grid Upgrade
Norwich to Tilbury
Public consultation
June 27 to August 21, 2023.
HAVE YOUR SAY
nationalgrid

EssexLive

When to see Spitfires and other legendary WWII planes flying over Essex this summer

An Avro Lancaster, a Supermarine Spitfire and a Hawker Hurricane will all fly over Essex

SHARE

By Anna Willis Multimedia reporter
07:05, 29 JUN 2023

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Find things to do
All events | All dates | Location | Search



Privacy
The Great Grid Upgrade
Norwich to Tilbury
Public consultation
June 27 to August 21, 2023.
HAVE YOUR SAY
nationalgrid

What's On › Clacton

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Bookmark

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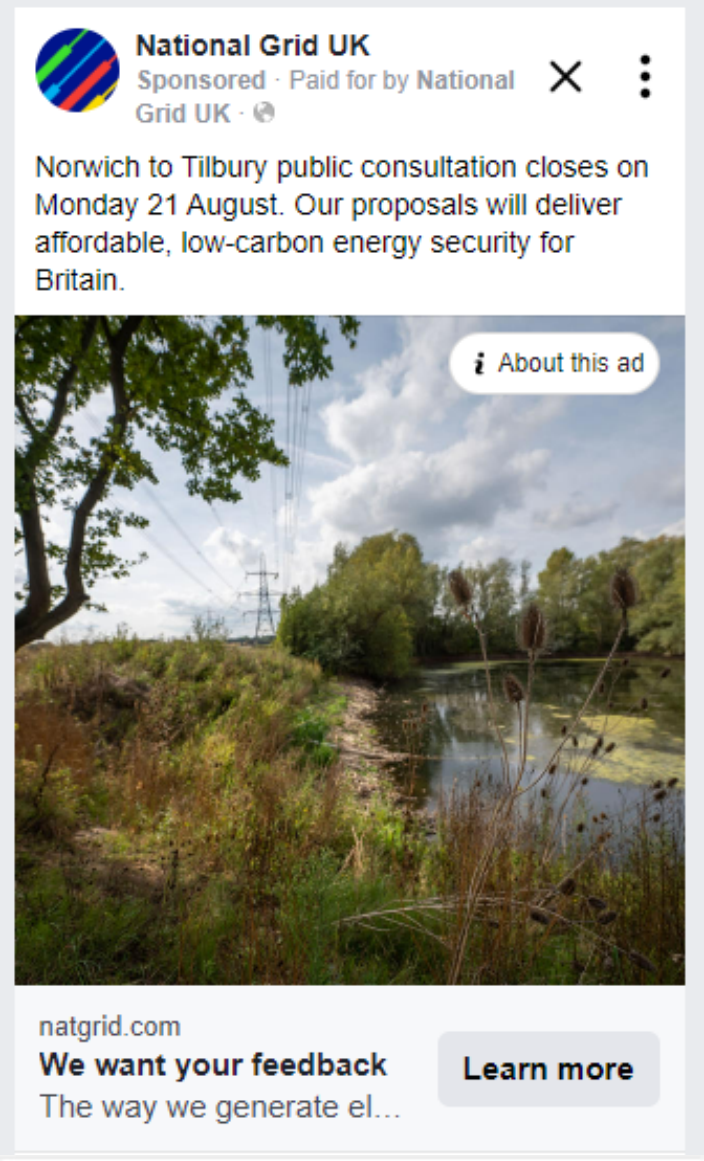
(Image: BBMP)

ADVERTISEMENT
The Great Grid Upgrade
Norwich to Tilbury
Public consultation
June 27 to August 21, 2023.
HAVE YOUR SAY
nationalgrid

ADVERTISEMENT
The Great Grid Upgrade
Norwich to Tilbury
Public consultation
June 27 to August 21, 2023.
HAVE YOUR SAY
nationalgrid

Appendix D
Social Media Adverts

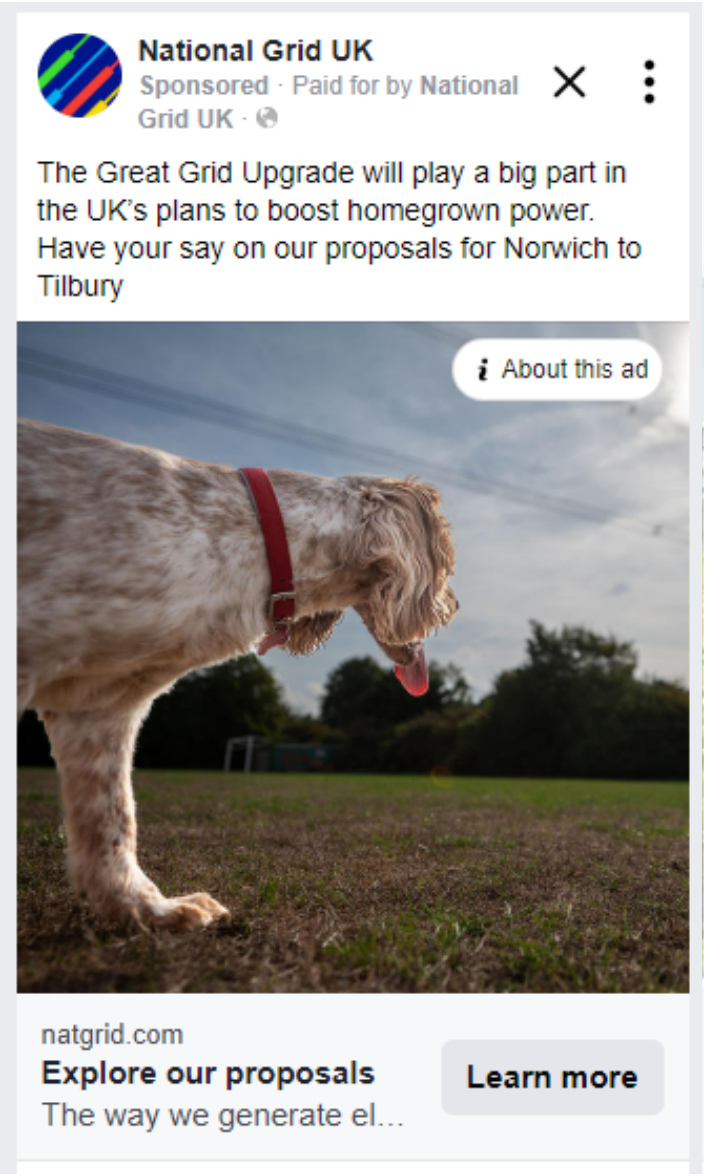
Facebook Advert 1



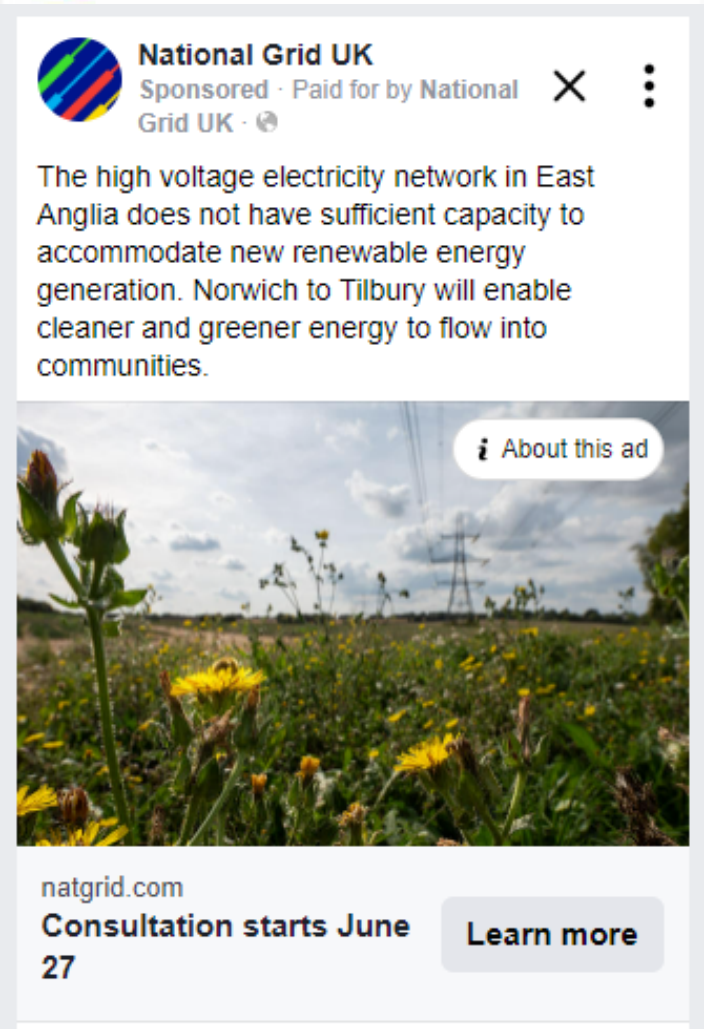
Facebook Advert 2



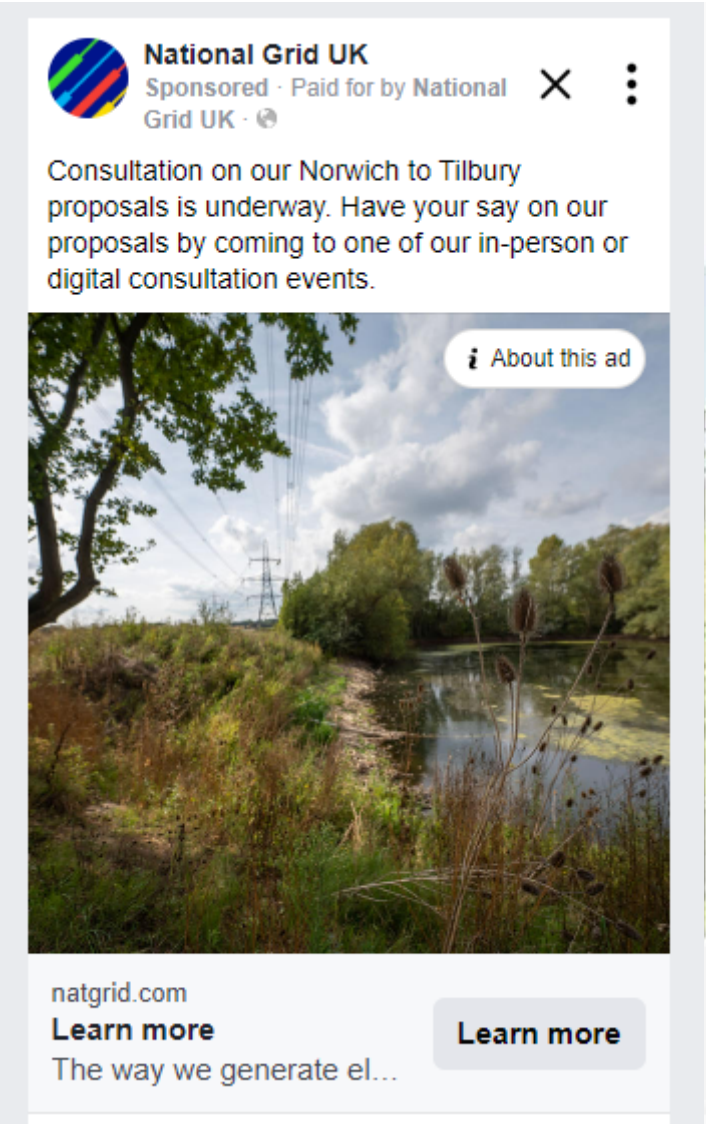
Facebook Advert 3



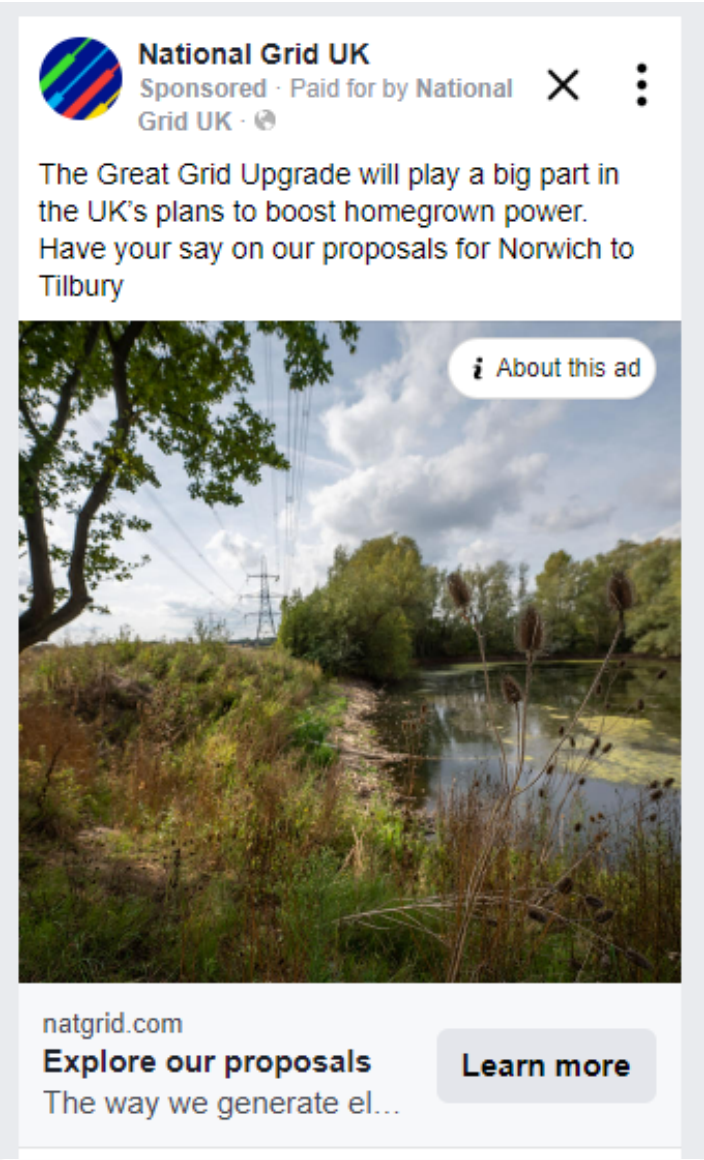
Facebook Advert 4



Facebook Advert 5



Facebook Advert 6



Appendix E
Poster



The Great Grid Upgrade

Norwich to Tilbury

Norwich to Tilbury

June 2023 Public Consultation

National Grid is inviting local communities to comment on the latest proposals for a new electricity reinforcement needed between Norwich and Tilbury.

Our proposals include building new overhead lines and associated pylons and underground cables between existing substations in Norwich, Bramford and Tilbury, along with a new substation in Tendring to connect to new offshore wind generation and interconnection.

To find out more about our proposals, please join us at one of our public consultation events, where members of the project team will be available to talk through our proposals and answer any questions.

Date and time	Venue
Thursday 6 July 2-7pm	**The Brentwood Centre**, Doddinghurst Road, Brentwood, CM15 9NN
Friday 7 July 2-7pm	**Diss Youth & Community Centre**, Shelfanger Road, Diss, IP22 4EH
Saturday 8 July 11am-4pm	**Lawford Venture Centre 2000,** Bromley Road, Lawford, Manningtree CO11 2JE
Monday 10 July 1-6pm	**Tibenham Community Hall**, Pristow Green Lane, Tibenham Pristow Green, Norwich NR16 1PX
Tuesday 11 July 11am-4pm	**Blackbourne Community Centre,** 71 Blackbourne Road, Elmswell, Bury St Edmunds, IP30 9UH
Wednesday 12 July 2-7pm	**Chelmsford City Racecourse**, Chelmsford, CM3 1QP

Date and time	Venue
Thursday 13 July 2-7pm	**Langham Community Centre**, School Road, Langham, Colchester, CO4 5PA
Monday 17 July 2-7pm	**The Civic Hall**, Blackshots Lane, Grays, RM16 2JU
Tuesday 18 July 1-6pm	**Tasburgh Village Hall**, Grove Lane, Tasburgh, NR15 1LR
Wednesday 19 July 2-7pm	**Copdock and Washbrook Village Hall**, Old London Road, Copdock, IP8 3JN
Thursday 20 July 2-7pm	**Witham Public Hall**, Collingwood Road, Witham, CM8 2DY
Friday 21 July 2-7pm	**Basildon Sporting Village**, Cranes Farm Road, Basildon, SS14 3GR

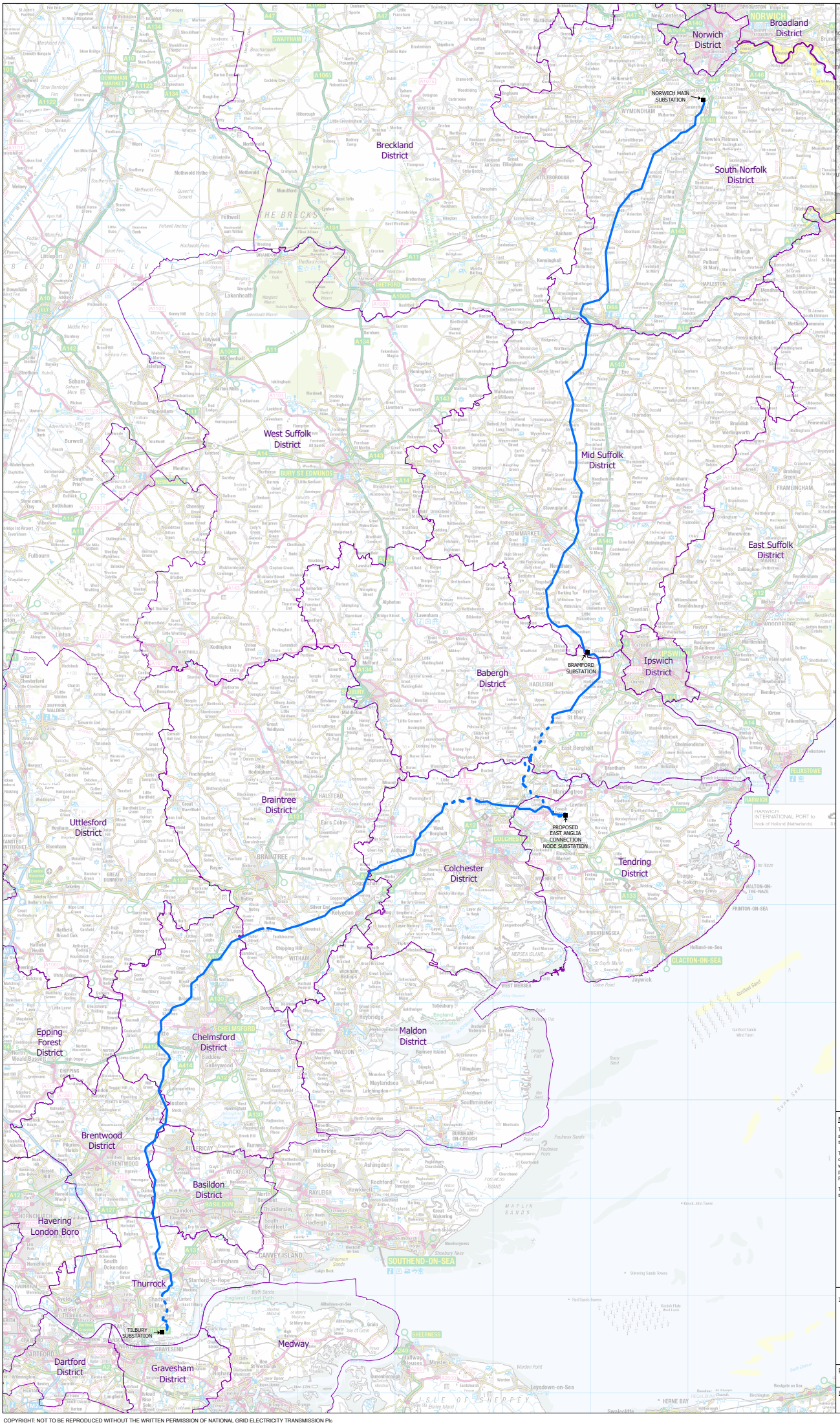
We want to hear the views of local people. Knowing what matters to you, matters to us.

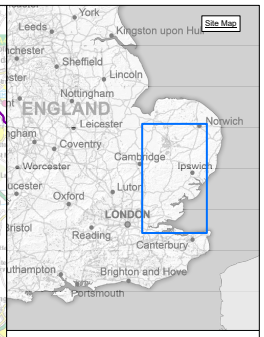
To find out more about our latest proposals you can:

Visit our website: **www.nationalgrid.com/norwich-to-tilbury**
Call us: **0800 151 0992** (lines are open Monday to Friday 9am – 5:30pm)
Email us: **contact@n-t.nationalgrid.com**

nationalgrid

Appendix F
Proposal Maps





Legend

- Sheet Index
- Local Authority Boundary

Norwich to Tilbury

- 2023 Preferred Draft Alignment Overhead Line
- 2023 Preferred Draft Alignment Underground Cables
- 2023 Indicative Substation Position (Existing & Proposed)

DRAFT

SUBJECT TO CONSULTATION, 2023 PREFERRED DRAFT ALIGNMENT SHOWN ONLY;
CONSTRUCTION AREAS TO BE CONSULTED ON AT A LATER DATE

0 1.25 2.5 5 7.5 10 Kilometers

Notes

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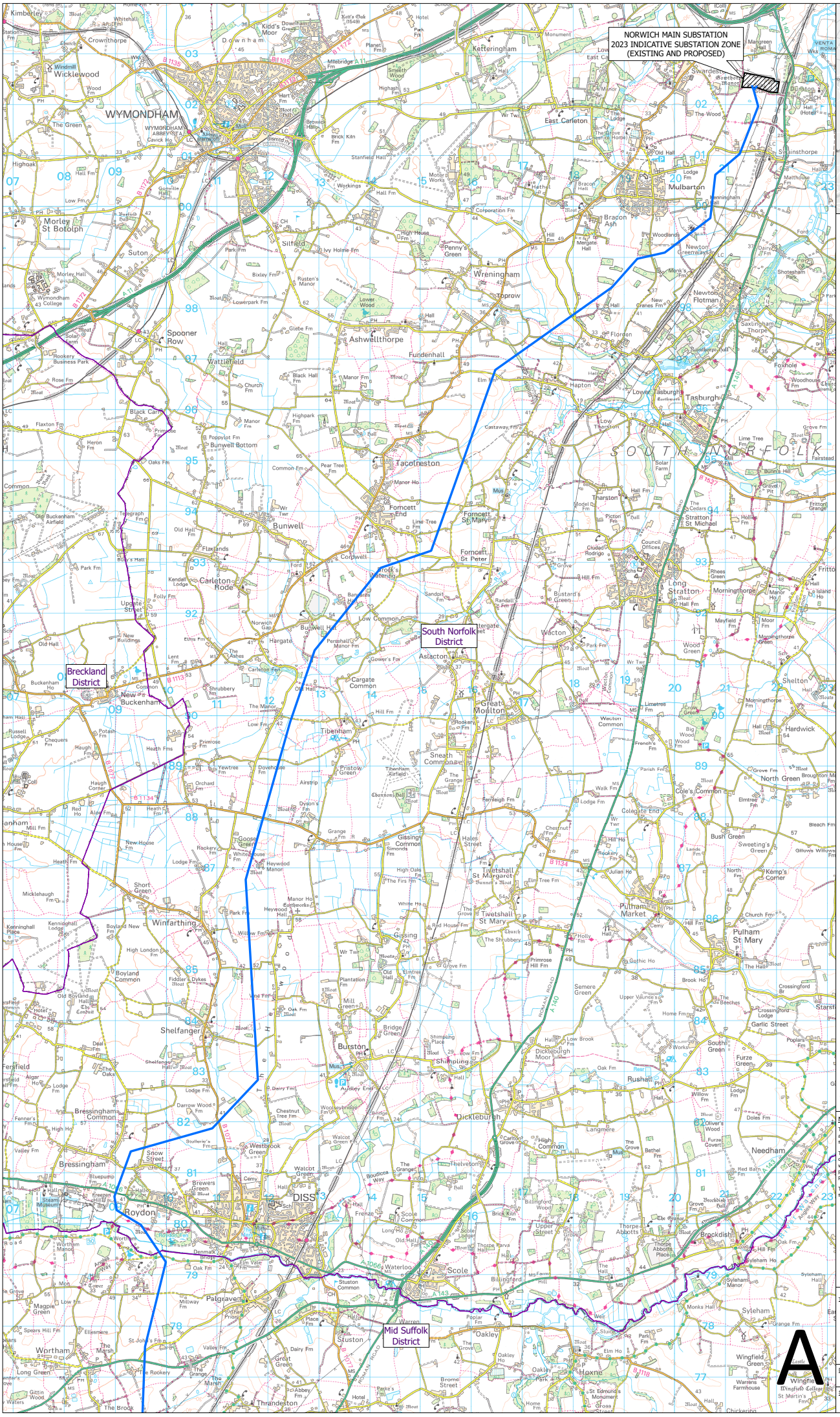
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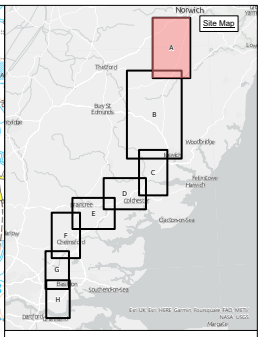
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2023 Preferred Draft Alignment
Master Key Plan for Consultation

Document No.			
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Legend

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- Local Authority Boundary
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Norwich to Tilbury

- 2023 Preferred Draft Alignment Overhead Line
- 2023 Indicative Substation Zone (Existing & Proposed)

DRAFT

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PREFERRED DRAFT ALIGNMENT
SHOWN ONLY;
CONSTRUCTION AREAS TO BE
CONSULTED ON AT A LATER DATE

0 0.25 0.5 1 1.5 2 Kilometers

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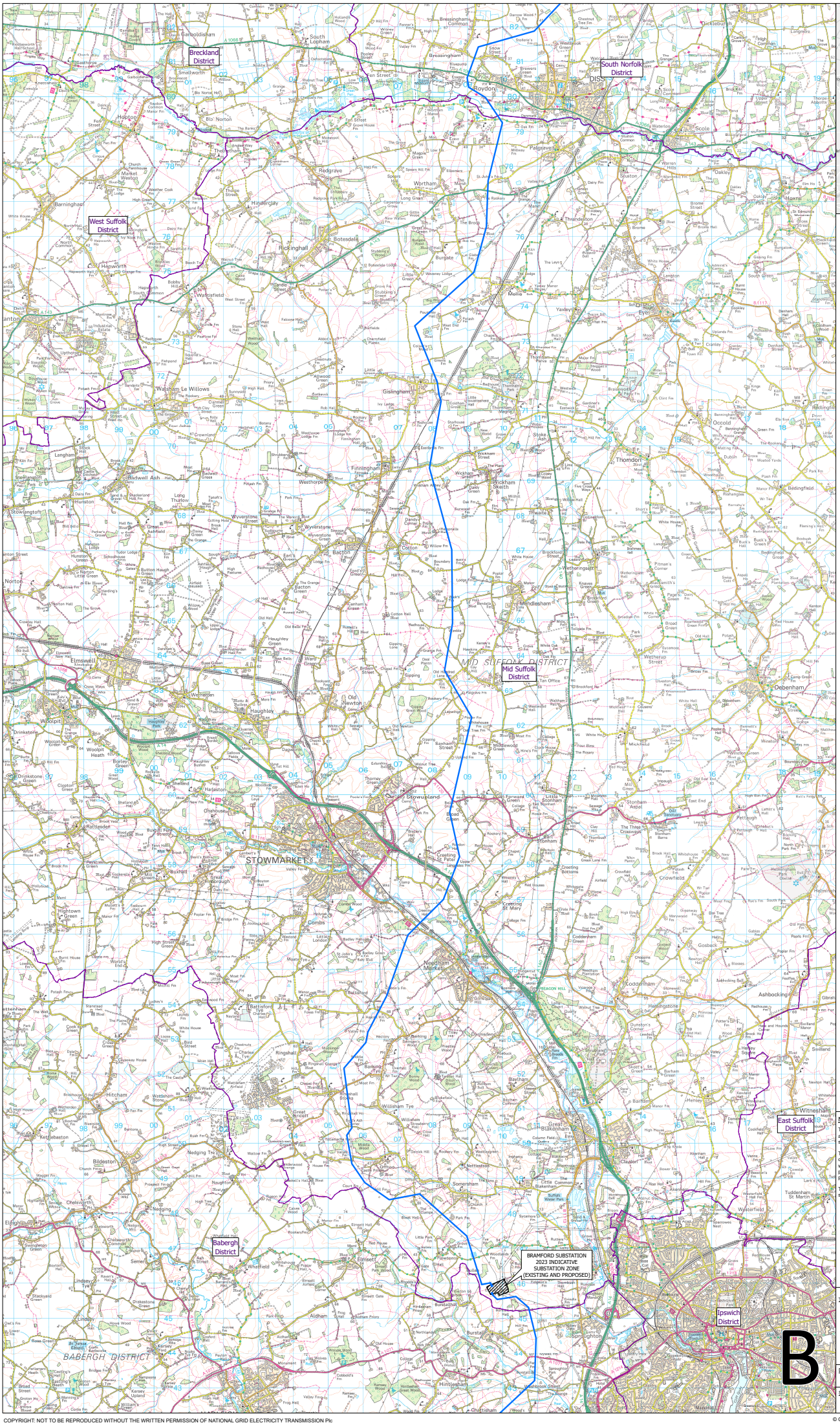
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2023 Preferred Draft Alignment
Key Plan for Consultation
Section A

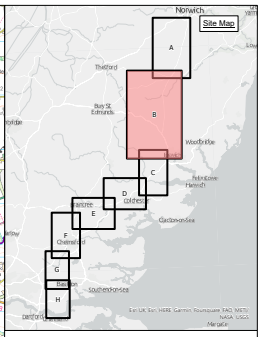
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Norwich to Tilbury

- 2023 Preferred Draft Alignment Overhead Line
- 2023 Indicative Substation Zone (Existing & Proposed)

DRAFT

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PREFERRED DRAFT ALIGNMENT
SHOWN ONLY;
CONSTRUCTION AREAS TO BE
CONSULTED ON AT A LATER DATE

0 0.38 0.75 1.5 2.25 3 Kilometers

Notes

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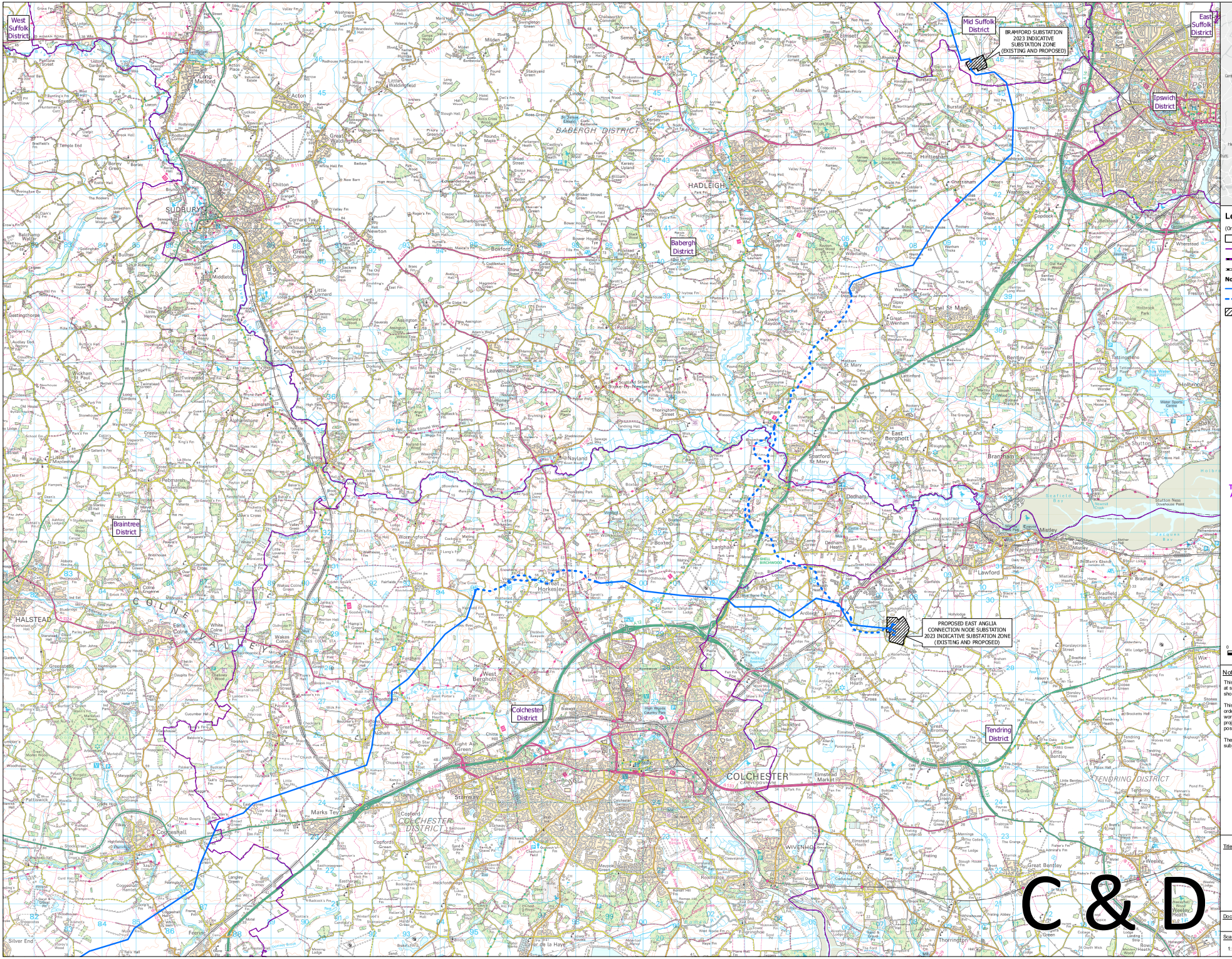
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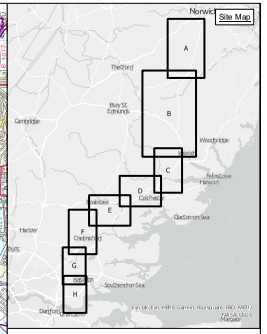
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2023 Preferred Draft Alignment
Key Plan for Consultation
Section B

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- Section Boundary

Norwich to Tilbury

- 2023 Preferred Draft Alignment Overhead Line
- 2023 Preferred Draft Alignment Underground Cables
- 2023 Indicative Substation Zone (Existing & Proposed)

THIS BORDER IS FOR INFORMATION ONLY AND IS EXPECTED TO NOT BE USED FOR THE COMMS PLAN

DRAFT

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CONSTRUCTION AREAS TO BE CONSULTED ON AT A LATER DATE

0 0.28 0.55 1.1 1.65 2.2 Kilometers

N

Notes

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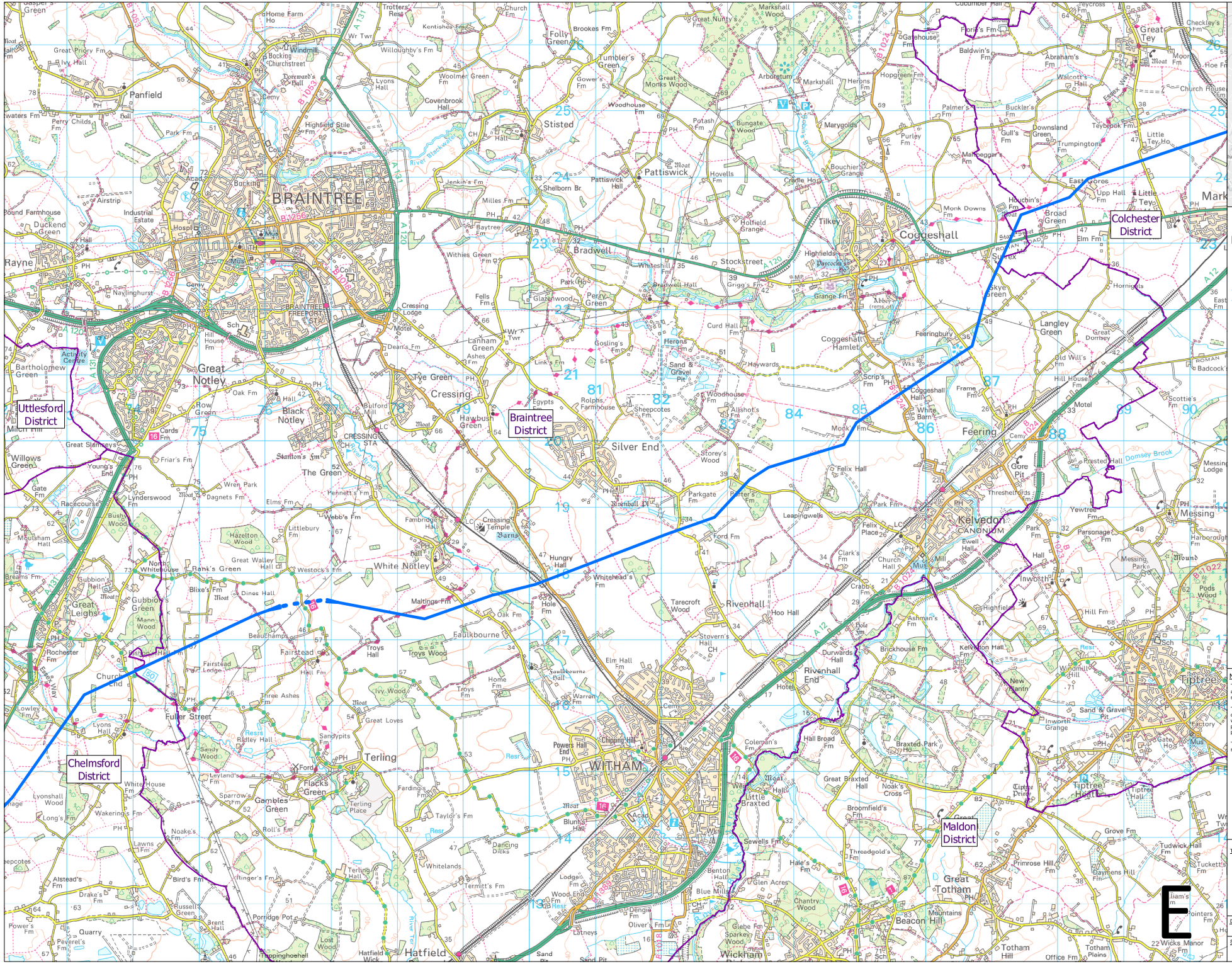
Norwich to Tilbury
2023 Preferred Draft Alignment
Key Plan for Consultation
Section C & D

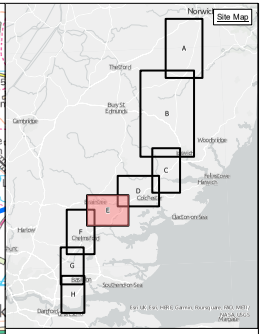
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Norwich to Tilbury

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- 2023 Preferred Draft Alignment Underground Cables

DRAFT

SUBJECT TO CONSULTATION, 2023
PREFERRED DRAFT ALIGNMENT SHOWN ONLY;
CONSTRUCTION AREAS TO BE CONSULTED ON AT A LATER DATE

0 0.15 0.3 0.6 0.9 1.2 Kilometers

Notes

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Title

Norwich to Tilbury
2023 Preferred Draft Alignment
Key Plan for Consultation
Section E

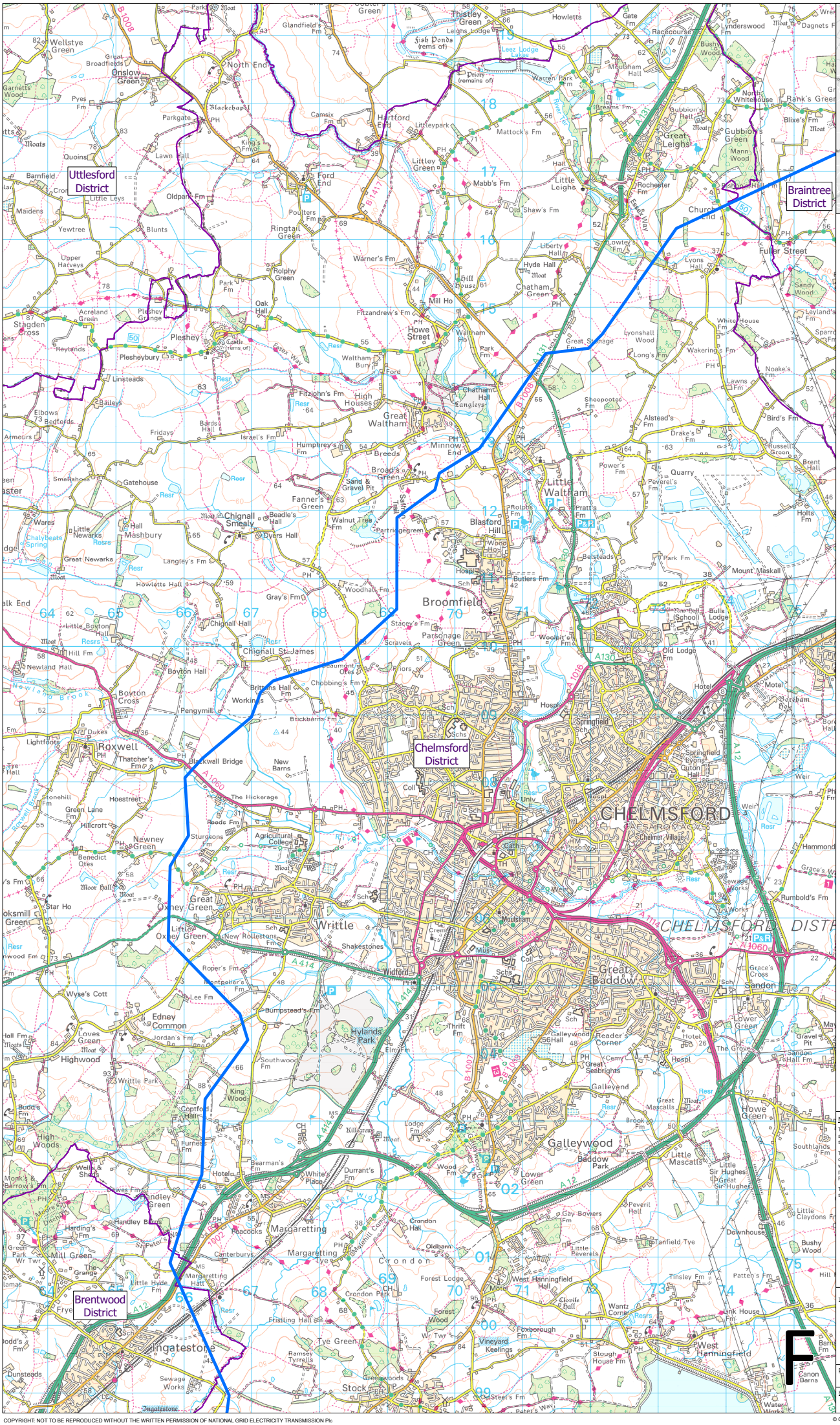
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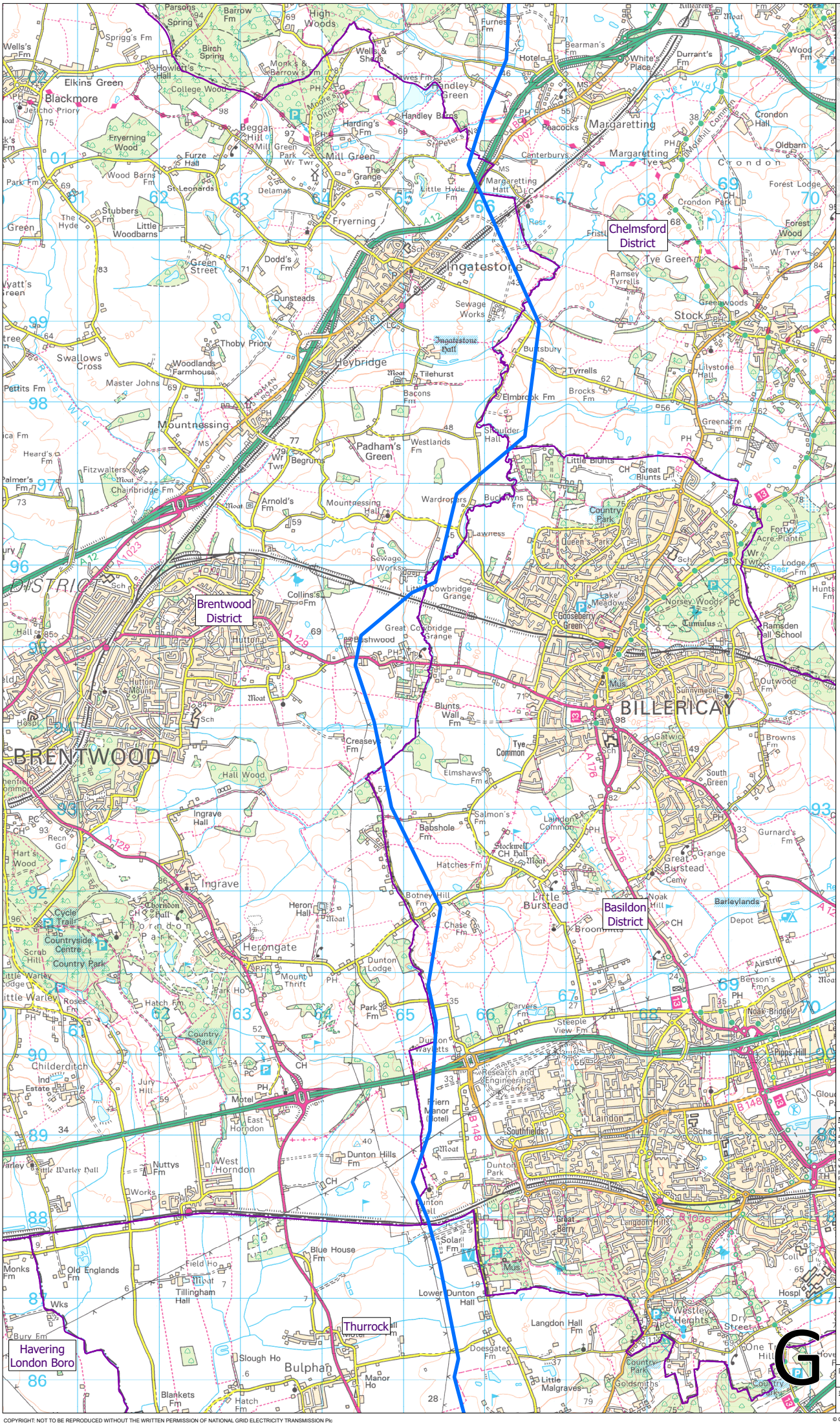
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DRAFT

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PREFERRED DRAFT ALIGNMENT SHOWN ONLY;
CONSTRUCTION AREAS TO BE CONSULTED ON AT A LATER DATE

0 0.15 0.3 0.6 0.9 1.2 Kilometers

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Title

Norwich to Tilbury
2023 Preferred Draft Alignment
Key Plan for Consultation
Section G

G

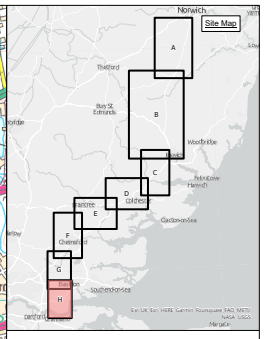
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DRAFT

SUBJECT TO CONSULTATION, 2023 PREFERRED DRAFT ALIGNMENT SHOWN ONLY; CONSTRUCTION AREAS TO BE CONSULTED ON AT A LATER DATE

0 0.15 0.3 0.6 0.9 1.2 Kilometers

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Title

Norwich to Tilbury
2023 Preferred Draft Alignment
Key Plan for Consultation
Section H

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Warwick Technology Park,
Gallows Hill, Warwick.
CV34 6DA United Kingdom

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No. 4031152
nationalgrid.com

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

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No. 4031152
nationalgrid.com